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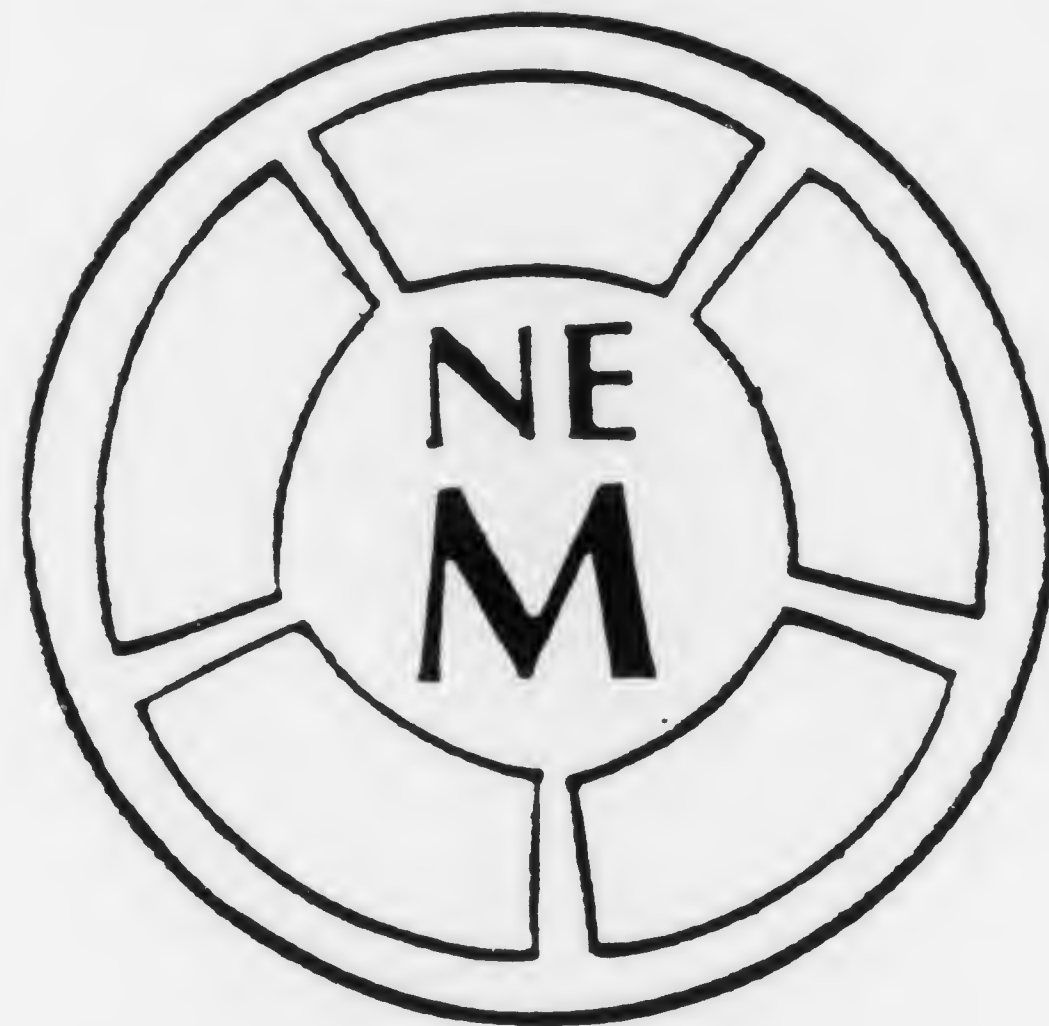
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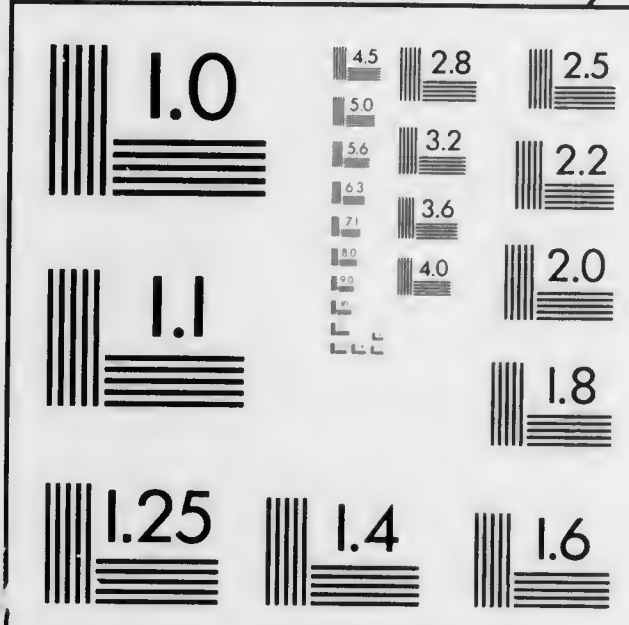
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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 7 NOVEMBER, 1884.

Volume X.  
Number 1.

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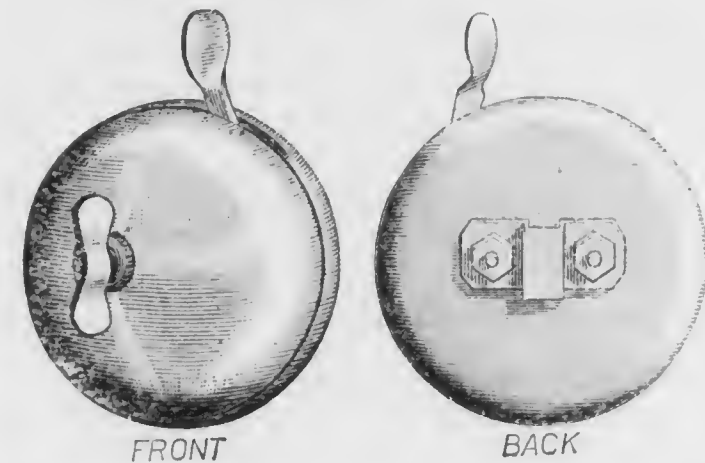
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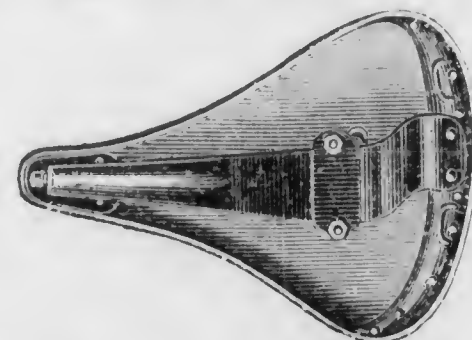
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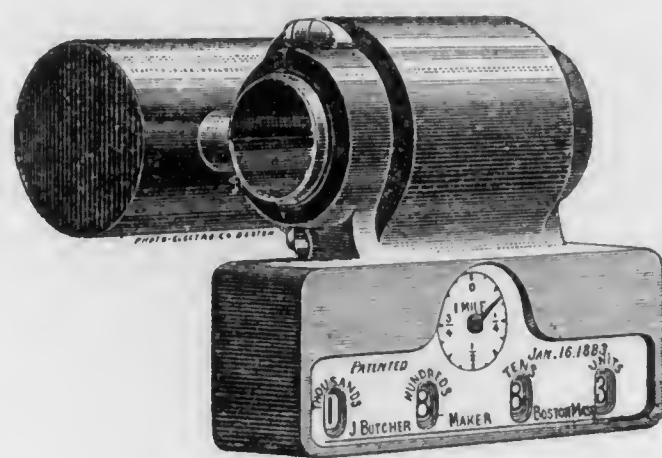
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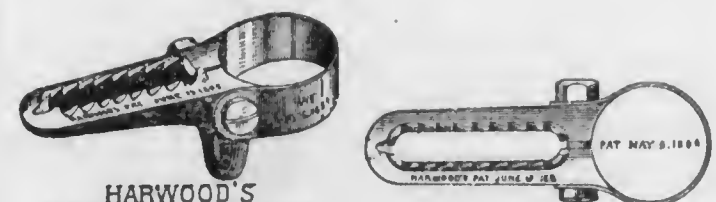


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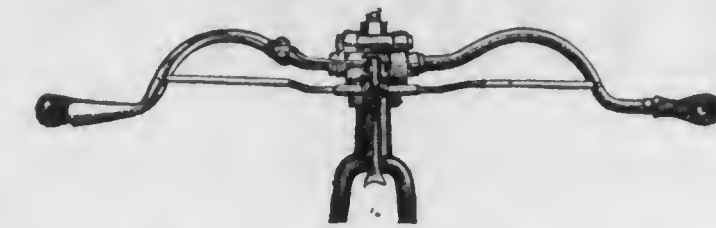
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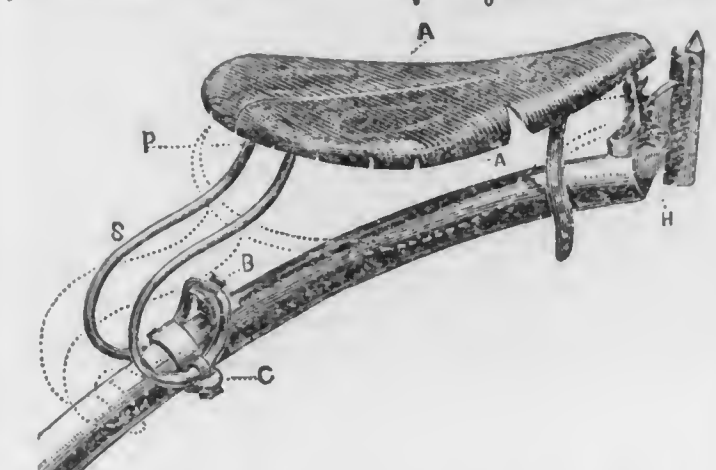
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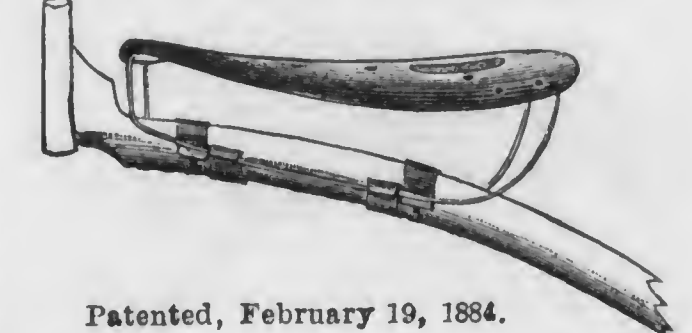


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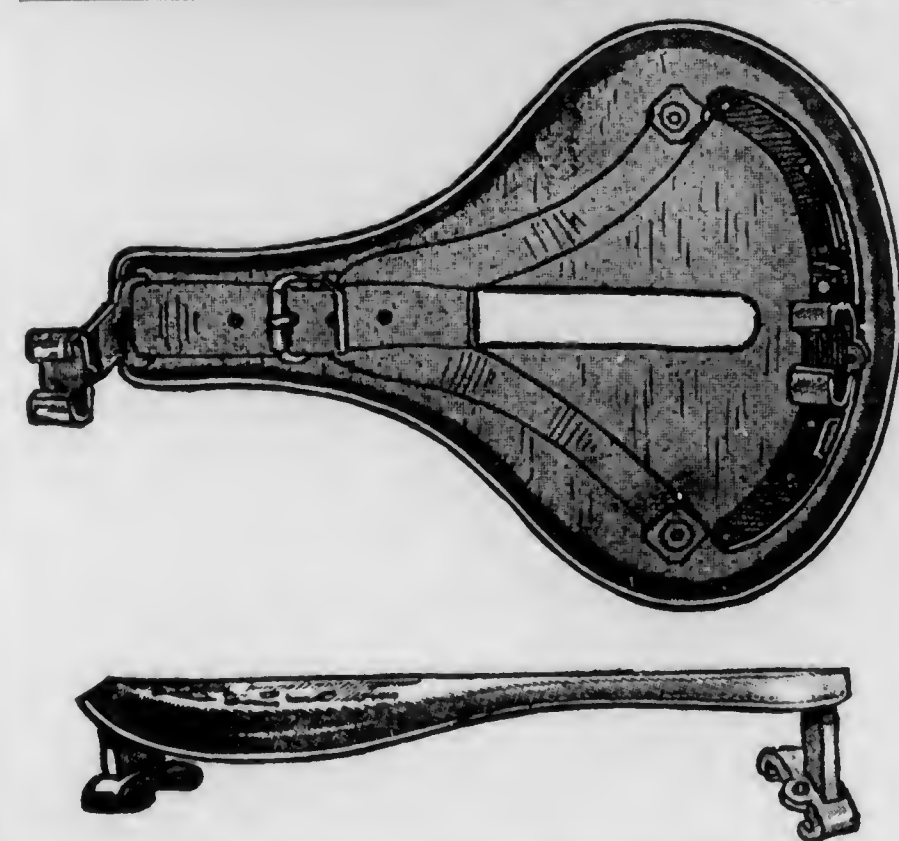
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J. S. DEAN . . . . . EDITOR  
ABOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 7 NOVEMBER, 1884.

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### INTERCHANGEABILITY.

THE interchangeable system of manufacture is largely a peculiarity of this country. It possesses when applied to the manufacture of bicycles and tricycles many advantages and some disadvantages. The almost mathematical correctness of all parts and fittings is more liable to result in perfect machines than when the uncertainty of hand work is de-

pended upon. If the original model is correct the machines turned out will be like it, and therefore equally as good. If one is good and the material of uniform equality all will be good. But if the model is incorrect the mechanical contrivances will duplicate all its faults. The expense of the plant for manufacturing bicycles and tricycles by machinery is so enormous that the maker will hesitate a long time before making any change in his model. In this respect the hand method possesses an advantage, as changes can be made from time to time to meet the growing wants of riders without serious results. This difference in the capability of making rapid changes is well illustrated by following the course of the foreign manufacturers of 'cycles. No sooner does one firm produce a peculiar machine which meets with popular favor than imitations of it are placed on the market by other makers. If all the parts were made by machinery on the interchangeable system, this could not be done, as the expense of constructing the special machinery necessary would be too great to allow it. Besides this, it takes time to do it. The interchangeable system in the way of repairing or replacing broken parts is a strong argument in its favor, and one not to be despised, but as long as it is entirely used we need not expect to have bicycles made to meet the peculiar needs of individual riders.

### OUR PRIZE AWARD.

THE judges of the prize competition, which has been going on in the columns of the WORLD have decided as follows:—

They award the first prize, \$15, to the author of "A Tough Tour," published 17 October. (Mr. Charles E. Duryea, Wyoming, Ill).

The second prize \$10 was not so easy to determine, and the judges recommend that it be divided between the author of "Practical Road Riding," 3 October, and the author of "The First Season," 24 October (F. W. Blacker, Worcester, Mass., and L. H. Porter, East Orange, N. J.)

We do not pretend that the small prizes offered measure the value of the articles contributed, and we gratefully acknowledge the indebtedness we are under to those who have given us of their time and experience. When 'cycling becomes more firmly established, and there is a greater interest in 'cycling

literature, we may be able to more fully recompense those who aid us.

The other articles contributed, were "Hints for Beginners," 19 September (James Cockburn, Mansfield, Penn.) and "Advice to an Embryo 'Cyclist," 31 October. (Dr. George E. Blackham, Dunkirk, N. Y.) To these gentlemen we shall extend a complimentary subscription to the WORLD as an acknowledgment of our obligation to them.

As much as many will regret that it is so, it is an admitted fact among our best posted wheelmen that bicycle racing will never appeal to the general public until there is more betting. We know enough of the world and of sporting matters to recognize that there is too much truth in this commonly expressed opinion. It is a serious question which is to be the most deplored. The common staking of wagers on the result of our 'cycle races or their practical abandonment. The corrupting influences of betting, so far as the individual betters are concerned, are not for us to consider. We cannot read lessons on morals and ethics, except in a most limited sphere. The evils of betting, however, are not confined to the outside public, but where large sums are at issue, the contestants even in amateur contests, have been known to succumb to the influences of the almighty dollar. Betting is the natural result of public interest in racing, and public interest is stimulated by betting.

OUR friend Young is an anomaly. He is a professional with the spirit of a true amateur. He offers to race Neilson from one to twenty miles, at the Union Grounds for the gate receipts. He must be an amateur in disguise, for the gate receipts at the Union Grounds would not furnish a square meal for the winner. No one who saw the mere handful of men that witnessed the interesting contest last week between these two professionals would believe that Boston is the centre of bicycling.

WE hope an effort will be made before next spring to improve the Union track. While it in shape and size does not approach an ideal track it is capable of great improvement. The surface, by the liberal use of proper material, can be made first class, and if well banked up all the way around, the turns would not be so very bad.



Speaking of Hendee's late attempt at the record, our friend the *Bicycling World* says: "Let the good work go on." We are glad to have our contemporary change its opinion, as some months ago it published a letter from that unfathomable myth known as "Cyclos," in which that person affirmed that "racing was sure to bring on heart disease." Then the editor remarked in another column: "We commend 'Cyclos' remarks to our racing men." However, we are pleased to see the *World* make a firm stand. — *Wheel*.

We reproduce this because it shows folly on its face. A newspaper can commend an article to the attention of its readers without indorsing it. "Cyclos" is not an "unfathomable myth," as the *Wheel* once found to its sorrow.

Regarding the subject of "One Way Round" for racing paths, it is noteworthy that in America right-hand inside is the rule, in accordance with the usage on trotting rings. This is obviously right enough in America, because there the rule of the road is the reverse of ours; and just as it is simpler for American cyclists and horses, accustomed to keeping to the right and turning sharp to the right on roads, to keep and turn to the right on paths, so it is simpler and more natural in England for cyclists and horses, accustomed to keeping to the left and turning sharp to the left on the roads, to keep and turn to the left on racing paths. — *Tricycleist*.

A very good argument, Brother Hillier, but unfortunately the basis is not good. American races are run with the left hand inside, and the custom is uniform. Ask the men who have just been over here. We think the circus men have got the right idea on this point, as you further on suggest, for they always go around to the left.

The time is rapidly approaching when it will be a good business venture to furnish stabling for tricycles. Many residents of cities hesitate to invest in a machine for want of a place to keep it. We do not believe this objection to the three wheeler can be removed so readily by the adoption of telescopic devices as by the establishment of stabling places where a man can leave his machine, and have it kept clean and well oiled.

OWING to some articles recently published in English medical journals there is a good deal being said about the possible injury to the perineum. We can imagine that an ill-fitting saddle and excessive riding might be unhealthy, but we do not believe that any injury will result to any rider who uses care in his riding and in the selection of his machine and saddle. The latter should be so constructed that the weight of the body is borne on the bones intended for that purpose. The machine should be small enough so that the rider is sitting on the saddle or riding on the pedals and not hanging, as one writer has expressed it, like a pair of compasses on a clothes line. It is a mistake to ride a machine which requires a constant stretching when the

pedal is at the lowest. The sooner wheelmen understand this the better. As for saddles we think if the leather were cut out in the centre and the edges in some way kept from curling up, it would improve them. During these winter months let us have a discussion of these important practical matters that we may commence next season's riding with a better understanding of all that pertains to the wheel and its use.

JUST as America is arriving at a stage of 'cycling manufacture where it will be possible to get up a creditable exhibition of 'cycles after the manner of the Stanley show we find a movement on foot across the water to do away with the institution. This does not argue against such exhibitions in America for in their time the Stanley shows have done much good for the cause of 'cycling abroad. It only shows the steps in which we must tread. We believe an exhibition of wheels in one of our leading 'cycling centres will do much good and prove an attractive exhibition, but manufacturers will do well to read a lesson in the experience of our foreign cousins, and not let the thing grow unwisely to such proportions that it will have to be choked out.

ONCE in a while we meet with one of those queer philosophers who sagely remarks that when he wants exercise he will saw wood. Now sawing wood is all well enough in its way, but it lacks the important element of fun. There is no fun to be got out of a buck saw, and no amount of exercise can be beneficial unless it is recreative. This leads us to observe that the man who does his riding by fits and starts cannot get the best results from his wheel. Those riders who do nothing for a week or two and then go off for a sixty-mile spin to make up for lost time and to add figures to their cyclometer record might just as well saw wood.

MR. SELLERS, who was received most enthusiastically, said that he was more than repaid by the way in which his friends had personally received him, and referred to the coldness with which the victories of Englishmen were received in America, and the endeavors of the American press to cast slurs upon them. — *The Cyclist*.

MR. Sellers has shown us greater ability with his legs than with his mouth. If he had directed his slurs against a few papers in the small cities where he raced, there would have been a morsel of truth in what he says; but when he includes the whole American press he shows base

ingratitude for a most cordial welcome and a generous recognition of his racing abilities extended to him by the wheel press and the great metropolitan dailies. We do not know what the Englishmen expected, but if they were not gratified at the receptions given them at Springfield, as they came to the mark each day, and the generous applause that followed their victories, their demands are very high. The conduct of Sellers and Howell since their return to England has been marked by a contrast as strong as it was in America between these gentlemen and Messrs. Gaskell and Chambers.

ANOTHER little point which the English riders seem disposed to cover up, is in regard to the payment of \$100 for damages in the little episode at the United States Hotel. They make the bald statement that they had to pay this large sum, and they give the impression that the money was extorted from them with force. They should have gone further, and stated that the money was returned to them the next day, after they had sobered off, less a small sum to pay for the actual damage done.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper by reason of gratuitous advertising or objectionable phraseology.]

Buffalo the Place for the Next L. A. W. Meet.

*Editor Bicycling World*:—A question which will soon begin to agitate the minds of the wheelmen at large is, "Where will the officers decide to hold the next meet?"

A question now, probably, being turned over in the minds of the officers is, "Where can we decide to hold the next meet?"

The South has had it, and so has the North, East, and West. Now, as each of the four sections have had this yearly gathering,—which section deserves or wants it for 1885?

No semi-political quarrels are to arise over this soon-to-be-question of the hour; and when the officers decide for a certain place in a certain section of the country, we simply say, "so be it."

Now, there is a large city so situated that the East and North can both very justifiably claim it; this city is the same distance from Washington as from New York, and half way between Boston and Chicago. What a centre for the meet!

Buffalo, N. Y., is the city situated as above, and has ample facilities for business meeting, banquet, parade, and housing. It is also a city of interest, and

contains large parks and miles of beautiful boulevards. Its citizens are noted for their generous hospitality, and they entertain every year three or four large conventions. It also has a bicycle club of nearly one hundred members, which is a L. A. W. club, and whose members take a lively interest in the L. A. W.

For the business meeting, banquet, and storage of wheels, Buffalo has a building which cannot be excelled in the country. That building is Music Hall. The "Music Hall" proper is large enough to seat at tables the entire membership of the L. A. W. should they all attend the banquet. The hall held one night last summer during the music festival, over 9,000 people with ease. For the business meeting there is Concert Hall or Lesser Music Hall which is in the same building and capable of seating (in chairs) 4,000 people. For storage of wheels, this same building affords great facilities. The basement is large, dry, and easily reached.

The parade is a matter which is always thought of. When a city is mentioned as the place for the next meet, the question of "are the streets in a condition for a parade?" is sure to be brought up. Here Buffalo again looms up in grand style. For formation the grounds in connection with Music Hall could be used, and all clubs be in speaking distance of the adjutant and not strung out on half a dozen different cross streets. The gate to these grounds opens out upon asphalt pavement, and from there the parade could pass over miles of the same pavement and all within the finest and best part of the city with a ride through the "Front" and Fort Porter, which faces Niagara River and Lake Erie.

Buffalo's hotels are large and fine. The Genesee, Mansion, Stafford, and Tift rank with the best in the land, and would easily accommodate all who came; there are many smaller and cheaper ones, so we need have no fear that there would be lack of beds.

The means of reaching Buffalo are many, as Buffalo has more railroads running into it than any other city in the country. They come from all directions, and almost every different road has a parallel or competing road. From the West there are first-class steamboat lines running over the lakes; thus another bugbear is knocked out.

The wheelmen at large would be glad to see Buffalo appointed the next place for the meet. Many would go and "kill two birds with one stone" as they would be so near to Niagara Falls that they would go there in droves. The road there is straight and good and but twenty-two miles long. For those who would rather go to Niagara on cars, four railroads offer inducements. The Canadian wheelmen would go to Buffalo in large numbers, and, with their attendance and that of the members who live on this side of the border, it would not be out of the way to guarantee to Buffalo the largest attendance any L. A. W. meet ever had

or can hope to have for a long time to come.

The last of May is usually a very fine time in which to be in Buffalo, but frequently it is rather chilly, and the second week in June would be far better.

But the L. A. W. is not going to Buffalo uninvited, and the Buffalo Bicycle Club must do the inviting if they want the meet there. Do the boys of Buffalo want the meet there? Of course they do, but they are rather scared at the idea that they will have a little hard work to do. Wake up, ye bison and knuckle down; each and every one of you to work! Invite the L. A. W. to your "Queen City of the Lakes," and when it is all over, you will be surprised to see how easy it was for you to do the act. By doing so, you will allow the officers of the L. A. W. to say "where we can decide to hold the next meet," and the members to say "where the officers will decide to hold the next meet."

ROCHESTER.

That Proof Reader Again.

*Editor Bicycling World*:—It seems rather too bad to once more call out your faithful proof reader, but really has he not made slight error in the wording of that article published in your last number, entitled "A Few Points in Reply"? for it seems scarcely possible that a man so elated as to almost consider himself a candidate for the presidency of the United States could be guilty of using such language! but then, as we look to the bottom and read the signature, all is plain. In view of the fact that the party so freely offered a liberal reward for some few points such as we offered, his complete backdown and refusal to answer a single question given will show to all wheelmen, and to Leaguers especially, that he agrees with us in pronouncing his administration of League affairs in connection with the office of corresponding secretary for eight brief months as the most expensive, to say the very least, that the League has ever had, and far more so than the present, with a current membership of double in comparison.

This man pretends to measure our conduct and words by the New York code! Very well! We were born and formerly lived at Albany, N. Y., but never in New York city. We never heard a man quote that code in Albany and then do such a thing as this!

[We take the liberty to use our scissors on a statement altogether irrelevant to the point in dispute.]

Not a word was said in our last communication about the management of the League treasury of last year, and yet your New York codist trots this out instead of answering our straight questions appertaining to his own office, of which we supposed he was better informed. We care not to meet him on other ground than his own, *i. e.*, where he is best posted. There are facts enough there for us without wandering, and he knows well that we possess the proof of all we say.

We are able to narrate several more just such gentlemanly transactions if they are desired and we find ourselves hard pushed for them. It is all filed away and ready for use.

Wheelmen shall learn the record of his spotless honesty, as we were compelled to learn it, though not in so bitter a school as ours proved to be from July, 1883, until later dates.

W. V. GILMAN.

NASHUA, N. H., 31 October, 1884.

[This correspondence must now cease. —Ed.]

Spokes.

*Editor Bicycling World*:—I have been much interested in the articles you have published on this subject. It seems strange that at this late day there should be such defective workmanship in so important a part of the bicycle as the spokes. My experience has been somewhat different from yours. I have had no end of trouble with the breaking of laced spokes. I am in favor of direct butt-ended spokes, as I believe them more simple, and when properly adjusted, as practicable and safe as any other kind. I do not see why direct spokes cannot be used with hollow rims,—say of the Warwick pattern. I trust you will allow space for a further discussion of this matter.

VETERAN.

Rear Tires.

*Editor Bicycling World*:—I think, Mr. Editor, that your recommendation that larger tires be used on bicycles, is a most excellent one. A large part of the jar one feels in riding long distances on rough roads is largely due to the insufficient cushion provided for the small wheel which pounds into every hole and against every obstruction. A large tire will not add to the appearance of the machine, but will in every other respect improve it. An inch rubber would be, I should think, none too large. S H T.

Poetical History.

*Editor Bicycling World*:—Did you know that 'cycling originated in the East? (No. Ed.)

How easily some people become discouraged on trying. [True. Ed.]

It was, probably, soon after making a violent acquaintance with Mother Earth that Tennyson wrote in "Locksley Hall":—

"Better one year of England,  
Than a cycle of Cathay."

W. G. KENDALL.

St. Louis v. Peoria.

*Editor Bicycling World*:—Being from near Peoria, and, according to "Eph," educated in St. Louis, I feel like saying a few soothing words to St. Louis and Peoria in regard to whether or not there are any tough riders outside of St. Louis.



The old maxim that "necessity is the mother of invention," is especially applicable to the St. Louis riders. They are tough riders, simply because, if they ride at all, they are compelled to be toughs. My own experience may illustrate. Late one fall after the Illinois roads had "broken up," — *i. e.*, been converted by the fall rains into a succession of ruts, tracks, clods and mudholes, and after both my patience and my wheel were sadly dilapidated, I longed for a better riding place, and so I took passage for St. Louis. Arriving there, I was surprised at the mud, and started out afoot to hunt a place to ride. After much search, I found a street that looked rideable, and went back after my wheel. Two blocks of good riding, and mud began only to increase with each block till I found my wheel ploughing up four inches of stiff mud, while the sweat was running from every pore, and every thrust threatened to push off a pedal pin. I grew disgusted, and concluding that a sucker knew when he had enough, turned round and worked my passage back, locked up the wheel, and never unlocked it till the next April. Then I tried again, and my enthusiasm only carried me through the ever present seas of mud and clouds of dust found in St. Louis. It was either ride in the mud or not ride, so I, like the rest, chose the mud. Next, I tried the roads, and as they are nothing but ups and downs I soon grew expert at coasting and climbing. Thus it ever was. A 'cyclist could be nothing if not tough. O you fortunate 'cyclers of other cities, mourn not because you are not toughs, but thank your stars that your wheels roll in pleasant places. Neither praise the St. Louis toughs, for circumstances make the man. Would you be a tough? then go to St. Louis. Would you repair a wheel after nearly every ride? then live in St. Louis. Would you enjoy returning from a trip minus handle-bars, with saddle flattened out, backbone bent and forks twisted? then be a St. Louis tough. Would you see a bar pulled off, a crank bent and three spokes pulled out all on one hill? Such things have been seen in St. Louis. Would you like streets which are ever muddy, roads which are never level, and riders without mercy on their wheels? Then live in St. Louis and you will be a tough or nothing. As for me, I am content to leave the toughs in full possession of their hills. Poor fellows! They know not what good roads are. Don't deprive them of their one pleasure of calling themselves "tough." By the way, I think "Eph" rather presumptuous when he says that they taught me to ride, for I (as my note-book will show) explored many Illinois roads before he learned his A, B, C's. That I have walked up their hills is true. I might add that have walked down them; for I generally knew when I and my wheel had enough, although, on one occasion, I was not satisfied till I made the last few miles of a forty-mile run with both handles off. (N. B. It was a borrowed wheel). No,

I am not a tough, but the toughs will no doubt remember that I always kept near enough to the head of the procession to get my share or more of the eatables. Right here I may remark that their Corey Hill is situated just back of an inn, which furnishes the best meals in that region, and after dinner, in which, owing to my presence, the others ate but little, yet left nothing, the toughs would get a wheel three sizes too small for them, and proceed to climb the hill, while I would hold my big wheel and bigger dinner and watch them. Poor fellows! I pitied them; yet they enjoyed it, for they knew not what level roads were. Why, actually, I have seen them try to coast up hill, thinking (because it was not so steep as the rest) that it was down hill. Yes, they are tough, but if they will visit this region we will stay with them on roads which are not so hilly as to prevent one from getting home with a big dinner. "Pie-pie." C. E. DURYEA.

The C. T. C. Dues.

*Editor Bicycling World:*—In your issue for 31 October, I find in your leaders the following:—

Although the subscription year ends 31 December, there were twenty applications for membership to the C. T. C. last week. Considering that only a little over two months advantage can be gained from the payment, this is a remarkably large number, and shows what a stronghold this association is obtaining on the wheelmen of this country. — *Herald*.

Yes; many are no doubt led to hand in their names for membership at this time by an unfamiliarity with the rules. It would be a highly proper and honest proceeding to notify all applicants that they will be called upon for annual dues again in a few weeks.

Permit me to explain, first, that no one can obtain membership in the C. T. C. without signing a printed application for the same; and, second, that the printed blanks which are used for this purpose contain, not only a brief digest of the obligations which attach to membership, but also the plainest possible statement that the club year ends on the 31st day of each December. I prefer to think that our recent large accessions have been prompted by the same true 'cycling spirit which has produced for us nearly twenty thousand members, rather than by "unfamiliarity with the rules."

When you, to your infinite credit and our great gain, joined us some years ago, the American division of the C. T. C. was in its struggling infancy, and our methods of procedure were not so well ordered as they are at present. Hence my opportunity, not often found, of correcting a statement in your valuable paper.

Faithfully yours,

FRANK W. WESTON,  
U. S. C. C. T. C.

Cyclets from Maine.

THE tournament of the Pine Tree Wheel Club of Bangor, on the 22d ult., was a most successful affair, and cannot fail to give an impetus to wheeling in that city.

The Portland Wheel Club will give a grand ball at City Hall the 18 of December. The attractions will consist of a

parade by the club, drill by a picked squad of eight men, fancy riding by one of the leading professionals, and a choice order of dances.

Capt. J. C. Stevens of the Portland Wheel Club, is the happy possessor of two bicycles, Harvard and Rudge, also a Columbia tricycle, and is negotiating for a Kangaroo. He will practise on the tricycle until he can screw up his courage to mount the Kangaroo, and then hopes to gain the dizzy-heights of his Harvard and Rudge. His motto is "excelsior."

Maine will have a State division of the L. A. W. before the next annual meeting of that body.

The Maine tour next year will embrace Moosehead Lake, the city of Bangor, where a grand tournament will be given by the Pine Tree Wheel Club, and Mt. Desert. The tour will afford much fine riding and beautiful scenery. Many New Brunswick and Nova Scotia wheelmen will be in the party.

The Maine Central Railroad is one of the most liberal roads in the country as regards its treatment of wheelmen. On the late Kennebec tour, it not only gave the party half rates, but furnished a special passenger and luggage car free of charge. No charge is made for wheels when accompanied by owner.

Mr. F. E. Boothby, the general passenger agent of this road, has proved himself a friend to the bicyclist, and will reap his reward as 'cycling increases in the land.

Mr. L. J. Carney of the Portland Wheel Club, and Mr. G. O. Hall, of Pine Tree Club, of Bangor, will be members of the Bermuda party.

Mr. Geo. E. Dutton of Augusta, well known to members of the Kennebec tour, has been revolving his wheel over the roads of Aroostook County, and reports the roads excellent. This county differs materially from other portions of the State. It is a rich farming land, free from a sign of rocks, and in the fall of the year is a good place for a wheelman to visit.

Dr. J. C. Young of Bangor, disputes the honor of being the handsomest wheelman in Maine, with Capt. J. C. Stevens of Portland. Photographs of both parties sent on application.

Mr. R. N. Fairfield of Biddeford, the pioneer wheelman of Maine, is still a votary of the wheel, and always intends to head the procession when on the road. He was one of Will Pitman's earliest pupils in the noble art of balancing on two wheels.

The Bermuda Tour.

QUITE a number of prominent wheelmen have already responded to the call, published in the *WORLD* a few weeks ago, for a party to visit the Bermuda Islands, and the affair will doubtless be a success, and one of the most unique tours ever taken by wheelmen. The party will leave New York, 22 January, on steamer Orinoco, of the Quebec Steamship Company's line, arriving at

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F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
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Rudge's Unequalled Ball Bearings to both wheels.  
Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-bars.  
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S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

## ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2-5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. 13 of the 21 races at Boston Tournament won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3, 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.



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Hamilton morning of the 25th. They will stop at the great hotel, the "Hamilton," until the 29th at the shortest, on which date the steamer returns to New York. Those of the party who wish to remain over one trip, probably the larger part, will either continue at the Hamilton, or remove to some of the numerous good boarding houses scattered over the island, where the rates are much lower. Intending participants must forward their names previous to 1 January, in order to secure stateroom for return trip. Mr. Charles F. Joy, of the Massachusetts Bicycle Club, generously offers to be seasick for the entire party. Those who wish to forego this luxury will please take notice.

This tour offers special inducements to tricyclers,—in fact the trike will be in its element on the hard, smooth roads of these islands, where charming bits of scenery are constantly inviting a halt or slow rate of speed. Several riders of the three-wheeler have signified their intention of going, and more should follow. A photographer will be with the party, and it is proposed to have an account of the trip published in pamphlet form, illustrated with views taken on the tour. Any member of the party is at liberty to invite a non-cycling friend, as their presence will in no wise interfere with the objects of the tour. Address all communications in regard to above to F. A. Elwell, Box 2014, Portland, Me.

## A Talk About Lamps.

GEO. LACY HILLIER in Tricyclist.

THERE are, of course, a few riders who find an outlet for a rather absurd vanity in boasting that they never use a lamp, the riders in question, for that reason, bolting home at an early hour, or sneaking back through the byways, at considerable inconvenience to themselves. The wise cyclist, on the other hand, carries a lamp and derives from it the greatest comfort, and also is enabled to save his machine from many disintegrating jars by its use. Moreover, the sense of safety in passing and meeting other vehicles amply repays the rider for the little annoyance and trouble a lamp causes. But our makers seem to have an idea that riders never need to carry a lamp. We have, in our numerous experiments with new machines, met with this drawback in almost every machine sent to us,—there is no appliance or fitting of any sort put on the machine; in which case the cautious cyclist has to "dodge" his lamp on in some makeshift way or other, as best he can. Our latest experience in this line was what we considered a most ingenious adaptation. The lamp-holder being too short, we bolted it with a nut and screw to an old spanner, and fixing the latter under the set-screw of the head, thought we had done it splendidly; but the "best laid schemes of men and mice gang aft agley." Scarcely had we gone half a mile than the vibration caused the spanner to break in half. Next to the

makers who fit no sort of lamp-holder, we come to that section who fit inadequate or weak ones. Some constructors are content to fit one upright piece of metal on some portion of the frame, perfectly careless as to whether it gives room for the lamp-holder, or allows the wheel to revolve without chipping it against the spokes at any moment. These wretched little holders, too, are generally fixed at the exact point at which most vibration is found, and as a result, either shake the light out at once, or are themselves shaken loose from their flimsy fastenings, and the whole thing comes off with a crash, and gets mixed up with the chain or the wheels, and causes a very serious accident. Finally, we come to the worst sinners of all, the makers who recognize the want of an adequate lamp-holder, and fix to their machines something which to outward appearance is an excellent bracket. This same thing has generally a sound butt end, a beautifully curved arm of a circular section, and a neat spade end to slip the end on. The lamp is put on, and at the end of the first couple of hundred yards the curved arm breaks off, and there is an end to the holder, if not to the lamp. We are painfully aware that this statement is by no means an exaggerated one. On one machine which we have in our mind's eye no less than five of these brackets went, one after another, in the manner described. We certainly think that our makers in the coming season should give some attention to these points. The lamp brackets should be guaranteed not to break with the jar. They should not be too long, but just long enough to clear the lamp from all surroundings. They should not be too stout, and the spade end should be about twice the usual length, with a shoulder, and tapered. And there should be two holes, one at the top and one below the shoulder. The lamp being put on, a stout bootlace can be passed through the top hole and tied around below the shoulder; or a bootlace can be passed over the lamp and tied through the bottom hole. The tapering would insure a grip on the holder, whatever the type of lamp used. Makers should most assuredly look into this matter and see that, whatever may be the style and shape of the fitting they supply, it is not likely to break off suddenly in the middle of a journey. Our lamp makers, however, have something to look to in this department. We have many beautiful contrivances for the carrying of hub lamps, and many hub lamps with excellent internal fittings, but little or nothing has been done in the matter of the fixing of the head lamp to the bracket. True, the back loop has been fitted with india-rubber to break the jar, but nothing has been done to give the lamp a grip on the bracket. This could be very easily effected by fitting a short screw, with a butterfly nut, into a brass socket in the loop behind or at the side; this short screw would then be able to grip firmly the top of the lamp bracket, and if the rider was really a careful man he might have a

small notch sunk in the bracket to receive the end of the grip-screw. Some such plan as this would save innumerable riders much annoyance and trouble. Our machines are so perfect in many points, and so well calculated to stand the strains thrown upon them in their more important details, that it seems a pity that a minor point, such as this, should cause so much discomfort to riders; but on some machines the cyclist's excursions are simply a series of struggles with his lamps, and the annoyance to himself and his companions is very great. We shall look out at the next Stanley Show for some new departure in this respect, and at the same time would suggest to some of our enterprising firms the advisability of making lamp-holders to suit all new types of machines. Thus, for example, the new F. S. "Humber," with its slanting front bone, needs a special lamp-holder, after the type of holder made in the United States for the Star bicycle; and many other novel types of tri. and other cycles are fitted with "things,"—we cannot call them appliances,—which only break off on the first available opportunity. We, for instance, would like to hear of a really reliable lamp bracket for a head lamp on a Humber type machine, which would not have to be put under the set screw. This latter place is radically wrong. A head once set up and locked with the outer nut will often stand for months without need of screwing up, but once put a lamp bracket under it and it is certain to require any amount of adjustment morning, noon and night. So, in the same way, the riders of a sociable should not have to plunge into the middle of their wheels in their struggles with hub lamps. There is plenty of accommodation on both sociables and tandems for lamp brackets. Lamps are usually put rather too high; if a lamp be put fairly close to the guard at the lower part of the frame, and tipped very slightly forward, it will throw a very long and very noticeable shadow of any obstacle lying in the road, and thus enable the rider to clear it. Of course, a lamp on the right side is a *sine qua non*, and if a pair are carried, only the right-hand side one should be kept going on a long trip. With perfect or nearly perfect lamps, and machines which, as nearly as may be, can claim the same praise, it seems a pity that the connection between the two desiderata should be a flimsy and brittle contrivance which breaks down at the very moment when it is most required. Should any of our readers have any private dodge, or little "tips" which they can give in this matter, we shall be most happy to find a corner for them in our columns. In the meantime we commend the matter to the consideration of the makers.

## Among the Bisons.

ONE evening not many days ago, as we sauntered down Main street, bound on no errand whatever, we saw a light in



the windows of Hersee Hall. We knew that Hersee Hall was now occupied by Bull & Haynes—two well-known brothers—but knew not exactly what they kept there. We resolved to investigate, and therefore boldly mounted the stairs and pushed in the door.

What a sight met our eye! Bicycles and tricycles of all kinds and sizes in every heard-of finish. Friend Haynes espied us, and begged us to amuse ourselves for a short time, which we did.

On our tour of examination around the room we espied a neat show case completely filled with sundries and such like. There were shoes, stockings, garters, belts, shirts, tights, caps, whistles, bells, bags of all shapes and dimensions, wrenches, spokes, saddles, and in fact everything.

"Step in here, 'Skinny,'" we heard at length, "and see our wheelman's room." In we stepped and found a neat little room nicely fitted up with a table and plenty of inviting chairs, a fine rug upon the polished wood floor and many bicycling pictures upon the walls. In one corner of the room we espied a rack holding all of the bicycling papers and magazines, both American and English. This room in all its completeness, they have dedicated to the use of wheelmen, who may by good luck happen in.

Stepping into the next room we found a number of uninitiated trying to tame the "poor beast." How our thoughts went back to five years ago when we vainly tried to drive a hole through that same floor with our head. Here, for so much money, one can have the pleasure (?) of riding an extra heavy wheel all alone or a competent teacher hold him on. Fearing to shame the aspirants by our laughter we passed on into the next and last room—the repair shop.

This room, like all preceding, is complete in all details. Here you can have any break repaired or alteration made. Leaving Bull & Haynes we take up the other side.

Last week a party of eight made a very pleasant run to Batavia and return. They had our new acquisition the "tanbi" along which was ridden by Messrs. Haynes and H. L. Drullard. Starting at half-past eight in the morning they had all day to make forty-six miles. Alden, a place twenty odd miles distant, was reached by noon after much loafing. During dinner a sudden shower came up which detained the party until after two o'clock. Soon after leaving Alden the "tanbi" boys and Adams indulged in a race in which Adams was beaten. During this race they went down a hill which they all swear they will walk next time. All three lost their hats which they left for the others to pick up. Over rocks, ruts, through mud and sand, did they fly on their wild downward ride. The rest of the party found the three coasters at the foot of the hill gazing upward and all in a tremble, with no color in their faces. They had enough, and were content to stay with the more discreet members of the party.

Upon their arrival at Batavia they were warmly received by the boys there, and entertained so well that they stayed over for the late evening train.

We have had our first snow—four inches deep in the country. The snow has all disappeared, and we hope for more riding before winter sets in for good.

Mr. R. H. James, our champion long distance man, is now laid up with a broken knee-cap. He, in some unknown way managed, unfortunately, to fall, with the above result. A speedy and complete recovery is the wish of all, coupled with our condolence.

SKINNY VARIETY.

#### Lateral Adjustment.

"FAED" gives his ideas to the 'Cyclist' as follows:—

"In place of the malleable casting usually brazed on to the frame side to hold the handle-socket, I fit a short casting having a horizontal socket and split lug in a fore-and-aft direction. In this socket slides a piece of tube of any desired length, at the extremity of which the ordinary vertical socket and split lug or set-screw is fitted to carry the handle spindle (which is thus adjustable vertically in this second socket), the tube being adjustable laterally in the socket first mentioned. For the left handle, this is simple enough, and for the steering handle it is equally simple on some machines; but on other machines the steering rack and rod are carried so low down as to make it imperative for the steering spindle to have two bearings upon the frame. So to provide for this I fit a second horizontal socket with split lug and tube, as above described, at the desired part of the lower frame, and on to the end of this lower tube I fit my steering pinion and guides. The lower end of the steering spindle being thus laterally adjustable exactly as the upper end is, enables me to keep the steering spindle vertical, no matter whether I adjust it right back or right forward; and to complete this adjustment I make the length of my steering rod adjustable by means of a socket and split lug swivelling on the end of the steering arm. From the above description, I believe any workman can understand and make my arrangement. The use of a tube will insure sufficient strength to overcome the strain put on when the handles are adjusted forward, tube being so much stronger than malleable iron castings; and I think that the prices of first-class tricycles are sufficiently high to bear the additional expense, although I am aware that the split lugs and w. s. tube cost more than m. i. castings. Still, even if the public have to pay extra for them, laterally-adjustable handles are worth having."

THE *Detroit Free Press* is distributed in London by a tricyclist.

#### Woollen Clothing.

We all know that woollen clothing worn next the skin is conducive to health. Every doctor who has ever written on the subject has assured us of this from time immemorial. The ancients knew it as well as we, and often wore nothing else but woollen clothing. Catholic monks, also, who wear nothing but the coarsest woollen clothing, both under and outwardly, are noted for their splendid health and longevity. In every age and every country, therefore, the virtues of woollen clothing have been sung by hygienists. But now comes Prof. Jaeger, of London, who has a "system" of woollen clothing. His novel departure consists in advocating a thorough-going use of wool as well for the outer as for the under garments, for the bedding, and even for furniture as far as practicable. Jaeger expressly rejects the use of wool next the skin unless the outer garments are likewise of wool. Jaeger goes so far as to say that a man who wears a woollen undershirt and above that a linen shirt, becomes more sensitive and is injured rather than benefitted, being more liable to "catch cold" than he who uses a cotton undershirt. Both the *Lancet* and the *Times* have devoted lenders to the subject, and there seems a chance of there being as great a run on woollen dress as there was on æsthetic dress. Stated in as few words as possible, Jaeger's discovery, based on approximately exact physiological experiments, is this: that vegetable tissue (cotton, linen, etc.) is hygienically unfit for use, and must be wholly and altogether discarded. On the European continent Professor Jaeger has above sixty thousand adherents, and that among a rather select class—physicians, clergymen, teachers and students, and there are some three hundred adherents in New York City. Wheelmen will be interested in this movement as much if not more than any other class, for it appeals directly to their necessities. We hope to hear more of the system.

#### CURRENTS CALAMO

##### Extraordinary.

Went in a state of trepidation.  
We grew averse to the rotal ride,  
And after much of precipitation,  
More liable to pitch and slide,  
That was the time for our appearing  
Upon the superior Safety one;  
And raked enough to banish fears,  
We mount up serenely.  
Mount up serenely for the run.  
When over roads of a rough formation  
The leading riders carefully went,  
We got on apace to a situation  
Where some got off for a steep ascent.  
That was the time for our appearing,  
To show them more advantage still;  
With links and levers for a gearing,  
We mount up serenely,  
Mount up serenely any hill.  
When in the realm of imagination  
Were seen so many feeble flights,  
A safety method of elevation  
Was just the scheme to scale the heights;  
That was the time for our appearing  
In mutual aid with bards of mark;  
With them the lower regions clearing,  
We mount up serenely,  
Mount up serenely like a lark.  
DALE WHEELMAN.

THE Massachusetts Club is rearing its new house with rapidity. The exterior is nearly finished.

E. BURN CALLANDER, a gentleman over forty years of age, recently made two hundred miles on a Facile.

RUDGE & Co., having completed their new safety bicycle, issue a challenge for the road or path from one to twenty-five miles, to any or all other safety bicycles.

STODDARD, LOVERING & Co. have placed an order for 1,000 machines with Rudge & Co. They have been made American agents for Ardill's enamel.

L. A. W. members will soon be called upon to vote by mail for or against the amalgamation of the offices of corresponding and recording secretary, and those of the secretary and treasurer of the State divisions.

THE Æolus Club, of Chicago, had a Hare and Hounds run, 18 October. The hares, E. N. Camp and J. A. Burt were not overtaken, and covered the route, ten miles, in 36.25. The hounds came in two minutes later.

Wheeling published a picture of Chambers 22 October, and on the 29th a portrait of Sellers was promised.

SELLERS was dined and wine by the bicyclists of Preston, 17 October.

A MOVEMENT is on foot to consolidate the several Lynn bicycle clubs, and build a club-house.

THE number of K. K's subscribers, 2,007; lacking 993 of the required guarantee.

THE title page of K. K's book will be faced with a picture of his beloved bull dog who died in 1869, and who always spelled his name with an "r."

THE following proposition has been made: That Chicago, Boston, Buffalo and New York join hands as the "Big Four," and hold the next year's bicycle tour, starting from Buffalo, and wheeling to Rochester, N. Y., thence across lake to Cobourg, Ont.; thence to Belleville, Ont.; thence to the Thousand Islands. From there by rail to Utica, N. Y., and from thence wheel down the Mohawk Valley to Albany; from thence down the Hudson River to New York. The officers of the scheme as proposed are, B. B. Ayers, Chicago, manager; Fred G. Bourne, New York, commander; George R. Bidwell, New York, captain New York Division; Elmer G. Whitney, Boston, captain Boston Division; W. S. Bull, Buffalo, captain Buffalo Division; W. G. E. Peirce, Chicago, captain Chicago division. The scheme comprises securing the next League meet in Buffalo 1 July and 2, the tour starting on the 3d, designing to reach New York on the 15 July; also comprises the most elaborate arrangements for touring and general enjoyment. Full details will be out soon.

"THE American Saddle" has very many points, which commend it to wheelmen. We have ridden one of them, and speak from experience when we say we find it a very comfortable seat. It cannot be called a good looking saddle, but "handsome is as handsome does." The makers have given it a flat top and rounding sides, and there is no "dip" to it, a fault with many saddles. The leather is secured to the frame by rivets behind, not on top of the seat. The method of adjustment is simple and effective. Messrs. Bull & Haynes, of Buffalo, manufacture the saddle, and we understand they are having a good demand for it.

WE have of late been devoting whatever leisure was at our disposal to mastering the vagaries of the Pony Star, and in riding an ordinary bicycle, but having the other evening, when the roads were thick with mud, to go a few miles on business, we resorted to the tricycle as our mode of conveyance. We then appreciated its advantages for heavy riding in the dark, a fact not to be ignored by the man who uses his machine for practical riding.

THE Rovers, of Delaware, Ohio, claim the State record for twenty-four hour club run, having covered one hundred and twenty-five miles within the twenty-four hours. This distance, however, was not measured by cyclometers, and can hardly stand as a record. The Cleveland Bicycle Club come next with 112 5-8 miles within the twenty-four hours, distance registered by cyclometers, and duly vouched for by three of the most accurate instruments made. The Akron, Springfield, Columbus, Elyria, Youngstown, and Cincinnati clubs follow in the order named. The Delaware Club is specially favored in regard to roads, being situated in the very heart of the finest roads in the State, and just now the roads in their vicinity are reported to be simply perfect. The country is gently rolling, and the hills, while being all rideable, would delight the heart of the most fastidious coasters. The Rovers are fitting up new headquarters with comfortable club and reception rooms attached. They are putting a new floor in their drill hall, and will use it this winter as a roller rink. They are also practicing artistic club drilling and general fancy riding. — *Mirror of Sports*.

THE effects of the Missouri Wheel Company, of St. Louis, have been sold under an attachment, and realized \$1,357.

THE leading manufacturers of England have united in a declaration not to appear in any exhibition the coming spring. The success of the Stanley show led to imitations, and makers have been severely taxed to appear at all the exhibitions. Hence the step to give up all.

GROWZER rode out to Corey Hill the other day, with the intention to ride to the summit. He tells us that the hill was very much inclined, but he wasn't, and so he came back.

Who was the wheelman that borrowed a candle on the Brighton road the other night to see if his lamp was burning? He roared a Facile.

AT the Birmingham County Court, England, the other day, a decision was given by which a bicycle was declared to

be a necessity. The action was brought against a professional bicyclist named Herbert Duncan, by a firm of bicycle manufacturers for the value of a machine supplied, and the claim was met by a defence of infancy. The jury, however, considered the defendant to be in a good position, and that the article in question must be considered a necessity. — *Clipper*.

THE discussion which has been going on in our columns between certain 'cyclists, leaves no doubt as to who the gentlemen are.

THE attendance at the Neilson-Young race was a disgrace to such a 'cycling centre as Boston claims to be. The finish in the last heat was close and exciting enough to satisfy most anybody.

WELL, now that the presidential agony is over, 'cyclists should look around and see what can be done to benefit their cause and institutions.

THE Boston's had a wire run in the club house, over which the election returns came thick and fast. The club house was crowded by members and friends until long after midnight. The Boston Club has the enthusiasm of youth.

EXTRACT from a letter: "The proposition took well. In sending out club notices I put in a note that I would receive subscriptions for the WORLD at club rates, naming a sum much below regular subscription price that I would accept, provided ten members would go in to make up a club. I had no difficulty in making up two clubs of ten each, and I have given the twenty men the WORLD for a year at a reduced rate, and have made a little sum to pay me for my trouble. We all believe in the WORLD. Long may it revolve."

THE appearance of twenty-five tricycles in the Republican procession Monday evening, was a novel feature. Each rider carried a torch, and all were in uniform. The party was led by W. W. Stall. The Boston Bicycle Club turned out twenty strong in a tally-ho coach.

MR. CHARLES SAWYER, eighty-two years of age, of Colebrook River, has been visiting his old friend, Mr. H. T. Douglas, on Prince street, in this city. Mr. D. is possessed of a tricycle, and is an expert rider. Mr. Sawyer expressed a desire to ride the machine, and on Tuesday last he mounted and took a run of several blocks, much to his own amusement and to the astonishment of many who saw the old gentleman. — *New Haven Journal*.

MOONSHINE, an English comic paper, publishes a cartoon representing a race between a man on a bicycle (France) and a couple on a Club Tandem (England). The former is holder of the "China" cup and the latter holds the "Alexandria" medal.

#### RACING NEWS

BOSTON, 29 October. — Bicycle race, one mile in heats, best 2 in 3, between



C. J. Young and R. A. Neilson: —  
Heats..... 1 2 3  
Neilson..... 1 2 1  
Young..... 2 1 2  
Time, 3m. 39s.; 3m. 40s.; 3m. 41s.

The weather was excellent and the track fair for the bicycle race on the Union grounds between C. J. Young and R. A. Neilson, for \$200 a side. The distance was one mile, in heats, best two in three. All of the heats were of the waiting order. Young took the lead in the first and led a short distance up to the end of the fourth lap, when his opponent spurted out and took a lead which was never wrested from him, winning in 3m. 39s., by four yards. In the second heat, Neilson led at the start and up to the fifth lap, when Young spurted and held first place for the rest of the race, winning in 3m. 40s. In the final heat, Young went ahead and stayed there for five laps. After completing half of the last lap, a very pretty brush ensued. Neilson spurted with all his strength, but Young held him gamely. Entering the home stretch, Neilson redoubled his exertions, and the men crossed the line so closely together that there was doubt as to who had won, until the referee, Mr. George H. Hosmer, announced that Neilson had won by a few inches.

OMAHA, 26 October. The bicycle race between Patterson, of Toronto, Canada, and Johnson, of St. Joseph, Mo., mile heats, best three in five, for \$500 a side, took place at Athletic Park in the presence of a large crowd. The track was heavy. The first heat was won by Patterson by three lengths. Time, 4.03. Toward the finish of the second heat Johnson's saddle slipped, and he was thrown to the ground, severely injuring one arm, which he claims is broken. He says his saddle was cut or tampered with by some one. Others say that he threw himself from the bicycle because he saw he was going to be beaten. Referee Ellis, of Kansas City, declared the race off. Nevertheless the purse of \$1,000 was paid to Patterson. Outside bets to the amount of \$2,508 were made, and the stakeholders refused to give up the money. The result was that a free fight came very nearly taking place. — *Mirror American Sports*.

KINGSTON, ONT., 16 October. — Games of the Queen's University. One-mile bicycle race: W. Nicol (1); J. Minnes (2). Two-mile: W. Nicol (1); J. Minnes (2). MONTREAL, CAN., 23 October. — Games of the McGill University. One-mile bicycle race: R. C. Holden (1), 3.58½; D. B. Holden (2).

The East Saginaw (Mich.) B. Club are having a series of races for a championship club medal. The first race came off recently, there being a large number of starters, and good time was made considering the condition of the track. Peter Treanor won first, with Richard a good second, and McCausland third.

FOSTORIA, OHIO, 21 October. — In the

one-mile bicycle handicap race, S. S. Brown won easily in 3m. 32m, being handicapped 20s.; John Farlhaber second; time, 3m. 38s. The wind blew a gale up the stretch and the track was very heavy.

T. W. ECK wants to back Morgan and Armaido against Woodside and Brooks for any of the following races: A 48-hours, straightaway; a 72-hours straightaway; a six-days, twelve hours daily; or a six-days, straightaway, for a sweepstake of \$100 each, or \$200 a side; the combined scores of Armaido and Morgan to count against those of Woodside and Brooks; the winning side to take the sweepstakes and sixty per cent of the receipts, the losing side forty per cent; time and place of race to be mutually agreed upon. Woodside and Brooks have accepted.

THE St. Louis Athletic Association held a tournament, 27 November. The programme will include a two-mile bicycle race.

THE *Sporting Life* publishes the following card from Robert James: "R. James of Birmingham, wishes to return thanks to the Springfield Bicycle Club for the kind manner in which he was treated during his stay at Springfield; also for the splendid gold watch, value \$150, which they presented to him for accomplishing a mile in 2m. 39s., which equals the fastest on record." Mr. James is a little "previous," to say the least.

MR. J. G. LATHROP has been appointed by the corporation of Harvard College as trainer in field sports, at a salary of \$2,000. This will be good news for the wheelmen of the college who go into racing.

THERE is a rumor abroad to the effect that Patterson who won all the prizes at the Omaha amateur races, and also the races for a purse on the 26, is the ex-amateur Fred Westbrook, of Canada, who sold a race, and was expelled from the C. W. A., and who has since become a professional.

ENGLISH TANDEM TRICYCLE RECORD. — Friday, 17 October, was another record-breaking day at the Crystal Palace track. J. S. Smith and W. Brown started out on an Invincible Tandem and covered two miles, breaking the previous records in 6.6. R. Cripps and H. F. Wilson followed on a Humber Tandem, and covered the mile in 2.56, and two miles in 6.4, thus beating the two-mile record just before made. On Saturday, 18th, Messrs. Smith and Brown made another attempt and took all records from two to five miles, as follows: one mile, 2.56½; two miles, 6.3; three miles, 9.17; four miles, 12.27; five miles, 15.33½.

THE Ranelagh Harriers will entertain H. W. Gaskell at the Fox and Hounds, Putney, 8 November. Amongst those who have received invitations and are expected to be present are Mr. W. G. George, and Messrs. R. Chambers and S. Sellers (Speedwell Bicycle Club), and

amongst others who have signified their intention of being present are Messrs. H. A. Speechly, A. H. Robinson, H. H. Griffin, Dr. Daniell, C. V. Hunter, H. Smith, F. W. Wright, F. Wynne, E. J. Painter, E. J. Wade, R. S. Dwyer, W. Holloway, S. Edwards (hon. sec.), and several other well-known athletes and bicyclists. The dinner will be followed by a smoking concert, for which a capital programme has been arranged.

### WHEEL CLUB DOINGS

ÆOLUS CLUB, Chicago. New officers: President, W. G. Wanjer; Secretary and Treasurer, E. N. Camp; Captain, P. H. S. Reed.

ROLLER skating and fancy bicycle riding occupied the boards at Oraton Hall, Newark, N. J., Friday and Saturday evenings, 24 and 25 October. The entertainment was given by the members of the New Jersey Wheelmen, and was the attraction for a large and fashionable audience both evenings. Among the principal events on the programme was the performance of Mr. Tufts, who attempted all of Prof. Canary's tricks and performed them with ease and grace. Prof. Harris gave an exhibition of fancy and burlesque roller skating. The imitation of a novice on the wheel given by J. S. Duston, N. J. W., delighted the audience most, and the feats he performed were quite astonishing. The affair was well conducted, and, besides being profitable, was very creditable to the club.

THE Washington 'Cycle Club has taken possession of the commodious building on Twelfth street between K and L streets, formerly occupied by the Washington Collegiate Institute, and transformed into a handsome club-house. The main room is large, and has been fitted up with heavy Turkish curtains, with polished brass mountings, rugs, dados, and all other decorative essentials. The room will be the reading and meeting room of the club. The upper story of the building, which is reached by a wide stair-case, contains the pool-room, gymnasium and toilet-room. The basement contains the janitor's apartment, and is also admirably adapted for the storage of bicycles. The date of the house-warming has not yet been fixed.

### 'CYCLISTS' TOURING CLUB

#### American Division.

FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, P. O. Box 429, New Haven.  
Illinois. — N. H. Van Sicken, 161 Wabash avenue, Chicago.  
Massachusetts. — H. W. Williams, 258 Washington street, Boston.

New Hampshire. — W. V. Gilman, R. C. Nashua.  
New Jersey. — Dr. G. F. Marsden, Red Bank.  
New York. — Dr. A. G. Coleman, Canandaigua.  
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania. — G. D. Gideon, 1725 No. 21st street, Philadelphia.  
Rhode Island. — J. A. Cross, Valley Mills, Providence.  
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Fred. H. Kimball, Hellows Falls, Vt. A. Johnson, 1311 M street, N. W.; Mrs. G. L. Drew, 701 H street, S. E.; F. H. Parsons, U. S. Coast Survey Office; L. H. York, 1303 G street, N. W.; J. H. Flemer, 923 M street, N. W.; Mrs. F. C. Doubleday, 715 H street, N. W.; H. H. Doubleday, 715 H street, N. W.; E. S. Jones, 1305 Riggs street, N. W.; W. H. Browne, 1645 K street, N. W.; J. V. Calver, 207 A street, S. E.; Mrs. L. E. Browne, 1645 K street, N. W.; Mrs. K. Scribner, 426 11th street, N. W.; (all the above of Washington, D. C.) Rev. F. D. Blakeslee, Bay View avenue, East Greenwich, R. I.

APPOINTMENTS. — Hotel for York, Pa., the Washington House; consul for Weatherly, Pa., Mr. L. B. Coran.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
N. B. — Consuls wanted in every city and town in Canada.

#### Sign-Board Fund.

THE following subscriptions to the sign-board fund have been received by me:—

ABBOT BASSETT, Treasurer.

Previously acknowledged.....\$28.25  
F. S. Harris, Philadelphia..... 5.00  
Geo. F. Craven, Philadelphia..... 5.00  
Total.....\$38.25

### TO CORRESPONDENTS

F. B. BALE. — Thanks for paper. We think we have hit the right man.

F. B. P. — A great many other wheelmen cannot get along without it. Thanks.

GEO. W. BOWELL. — Your subscription expires 4 April, 1885. The copy was probably lost in the mail. Will send duplicate.

SECRETARY. — We should be glad to have you act as agent. Will give you a very liberal discount for a large club.

E. 906. — The picture adorns our sanctum. We have bade it cease.

BOSTONIAN. — You can obtain the WORLD at Cupples, Upham & Co., on Washington and School streets.

TRADESMAN. — We suppose Singer's carrier to be as good as any.

H. H. F. — By all means have your sister obtain a light machine.

X. Y. Z. — The Cruiser steers like the Humber, but with spade handles at the side instead of with the ordinary bicycle bar. You pull one and push the other. The machine is well spoken of. Yes. Sutton rode it in his recent splendid performance.

MECHANIC. — Always glad to receive and publish articles of a practical nature.

RACER. — Rudge, Royal Mail, Club, or Invincible; either are first-class.

J. S. R. — Stoddard, Lovering & Co. are agents for the enamel. (2.) May come out ourselves some day. (3.) We think he did it. He is a strong rider.

B. B. A. — The gun is fired.

C. RAYNOR. — We do not have sample copies of the English papers. We take no subscriptions for less than a full year.

EXTRAORDINARY. — The machine is a good one. Many prefer it to other safeties because you get a large wheel.

CHAIN. — We know that dealers advise a dry chain, but we keep ours well oiled. We believe every moving part should be lubricated.

R. W. — If the shed is not dry keep the bright parts, such as the steering-rod, saddle-post, hand holds, etc., in the house, and cover the rest with a heavy grease.

TRAIN. — By making a wooden frame with sockets to receive the cross-tube of your tricycle you can rig up a good training machine for winter use. If you have a lock-brake you will find it handy.

NOVICE. — Modesty forbids us telling you which we consider the best wheel paper.

N. B. — An asphalt track can never be a fast one. There is an adhesion of the rubber to the asphalt which forbids speed.

INDISPENSABLE. — The publishers do not tell us when to expect another "Bicyclist's Indispensable."

G. N. — Henry Sturmy was formerly a teacher in the High School at Coventry, but he gives his whole time to cycling literature now.

READER. — You will find a list of cycling literature sold by us elsewhere in our columns.

CLUB. — Yes. We make special terms to clubs. We expect to make a patron of every club in the country by offering the WORLD for \$1.00 a year.

AGENT. — We are not millionaires and we cannot afford to give away advertising nor subscriptions. When a paper puts down its rates ridiculously low, it is a sign that it is on its last legs.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — Royal Salvo Sociable, in good order, will sell cheap. J. H. GRIMES, 66 Morrison street, W. Somerville.

FOR SALE. — A 60-inch full-nickelled Expert, with hub lamp; perfect condition, used one season; too large for owner, \$120. Address J. L. PEASE, 175 N. High street, Columbus, Ohio.

STAR FOR SALE. — A 51-inch half-nickelled S. 1884 pattern, power trap, nickelled Duryea saddle, all improvements; price \$55, nearly new, perfect order. R. WALKER, 335 E. 122d street, New York.

FOR SALE. — Victor tricycle, 1884 pattern, used only two months; owner going abroad; price \$125. Also, 52-inch English Rudge Light Roadster, enamelled and nickelled, new last July; price \$125; each in perfect order. P. O. BOX 848, Pittsfield, Mass.

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Club Tailors to the 'Cyclists' Touring Club.

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Three hundred cards or spaces for the autographs of cycling friends.

Three hundred engravings, illustrating each quotation.

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BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

LEAGUE OF AMERICAN WHEELMEN. — Gold L. A. W. badge pins, \$3.50 to \$5.00 each. Send for circular to C. H. LAMSON, Portland, Me., the only authorized maker.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA. — FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

### YOUNG MEN, READ THIS!

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated ELECTRO-VOLTAIC BELT and other ELECTRIC APPLIANCES on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.



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STANDARD COLUMBIA BICYCLE,  
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

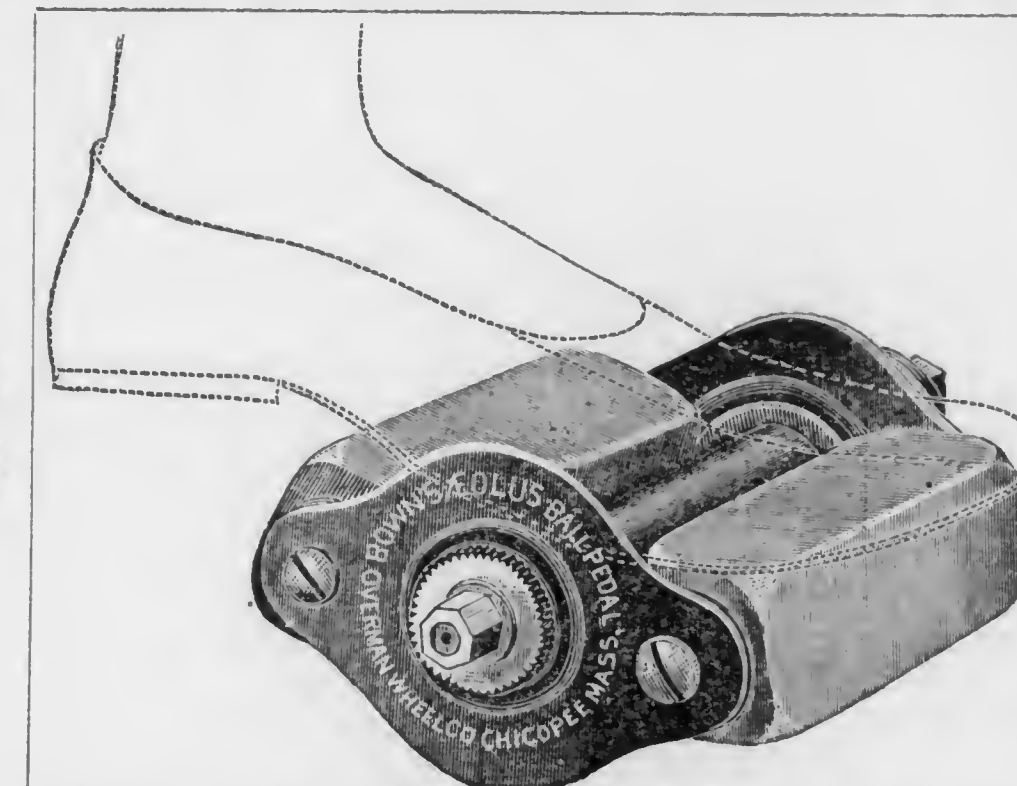
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Volume X.  
Number 2.

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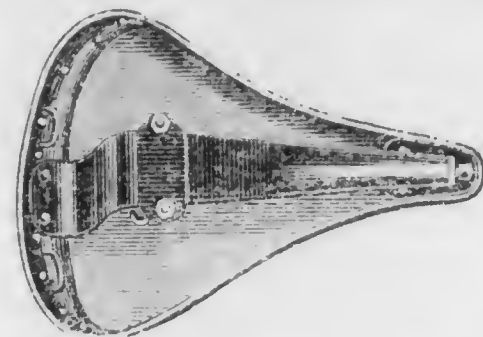
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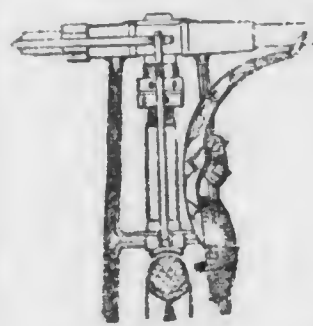
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[ESTABLISHED 1879.]

### WHAT THEY SAY OF US!

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League. As an authority upon wheel matters and as a  
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Atlantic at any rate. It was through it that the League  
appointed an official handicapper, and many other  
needed changes in that institution are due to its unflag-  
ging exertions to extend the cause of wheeling both as  
a recreation or a sport. The WORLD is a handsome  
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epitome of American, Canadian, and foreign 'cycling  
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it has always held as the leading 'cycling journal of  
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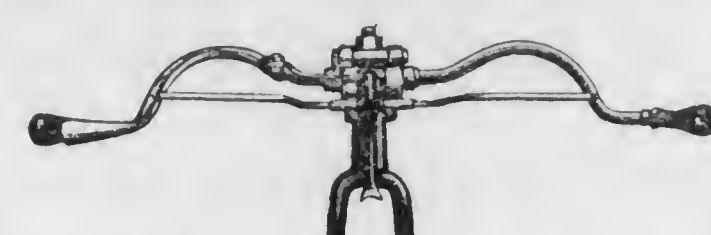
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We will furnish club copies of the WORLD for \$1.00 a  
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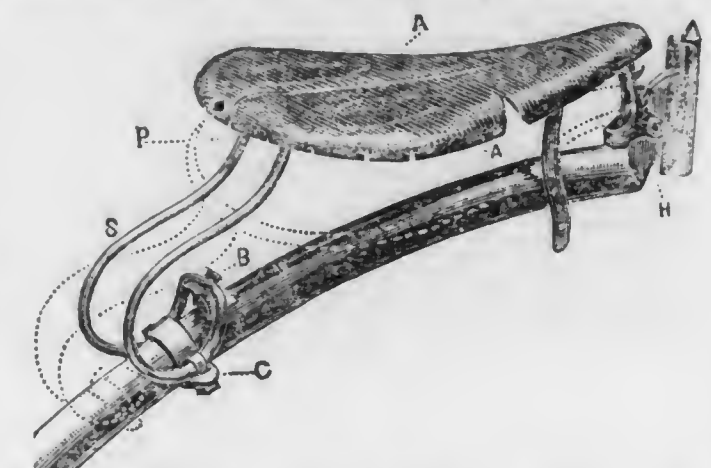
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Will allow the rider to strike on  
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Is as rigid as the original bar and  
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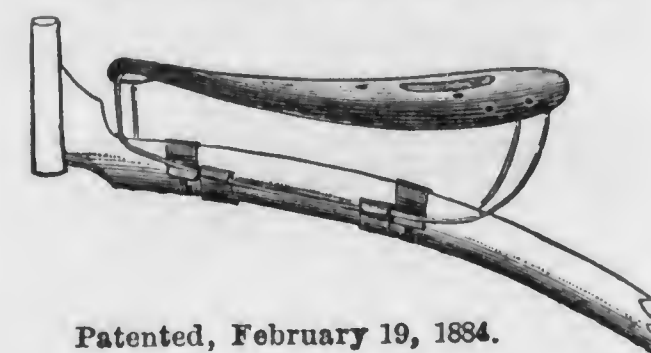
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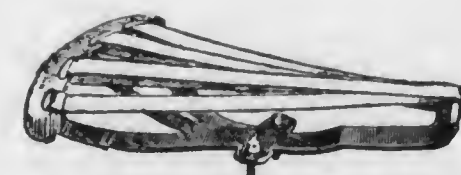


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"The machine is a triumph of Yankee ingenuity."

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FRANCIS H. PARSONS,  
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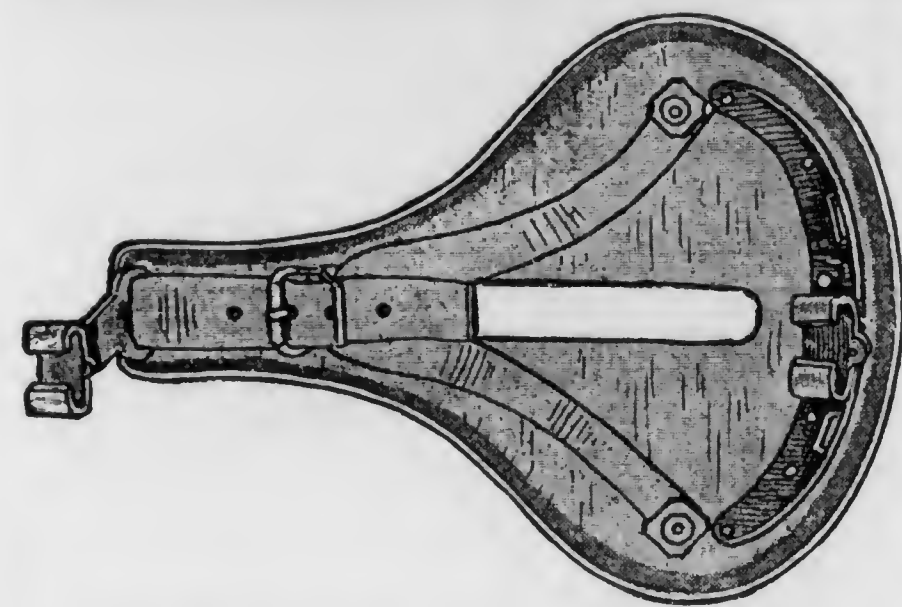
"I have tried several makes of tricycles, and think your Victor is simply perfection. The Ribbon Steering is O. K."

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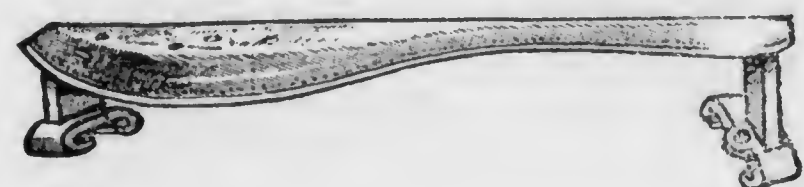


## THE STALL & BURT STAR SADDLE.

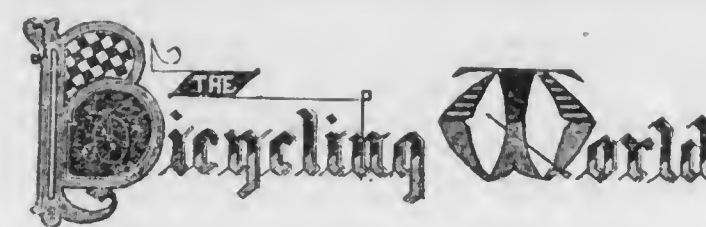
Comfort attained at last with this splendid saddle which is taking the mass of Star riders by storm. The combination of the S. & B Saddle makes the Star a different machine, and brings it to perfection. We are now making up a large quantity to supply the demand, and hope to be able to deliver promptly.

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American News Co., 39 Chambers St., New York  
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Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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J. S. DEAN.....EDITOR  
ABOT BASSETT.....MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 14 NOVEMBER, 1884.

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### THE TARIFF.

THE indications are that the present national government will busy itself with a revision of the tariff. The general sentiment of the people is in favor of some change with a leaning towards a liberal reduction. The two great political parties are divided against themselves, but both recognize that the tariff is an issue to be met and legislated upon.

Just what course will be pursued by the majority in meeting this issue we cannot, of course, say, but we believe it will be in favor of a reduction of the tariff. It is clearly out of our province to discuss the question from a political standpoint, or to express any opinion for or against free trade generally. We must, perhaps, unwillingly, confine ourselves to the limits of our purpose. But within our sphere we can take a stand which elsewhere we would hesitate about. As anything which will increase and extend 'cycling is to be fostered, we are in favor of free trade in bicycles and tricycles, or, as they are classed as carriages, it may, perhaps, be more correct to express ourselves as in favor of taking off the duties on carriages. And here we may remark that we should much rather see bicycles and tricycles (for this purpose) classed by themselves, as then no other interest would be affected by any legislation in their behalf, and *vice versa*. Any reduction of the thirty-five per cent duty charge at present would be an aid, but no duty at all is what we need. This would reduce the price of bicycles and tricycles to moderate proportions, and be a direct and positive benefit to every 'cyclist. The trade, too, would be benefited. Not only would the price of imported machines be reduced probably the amount of the duty taken off, but the American manufacturers would be compelled to come down in prices to compete. This, we think, they can well afford to do; but we make this statement *ex parte*. We recognize the force of some of the arguments in support of the high prices charged by our makers. However this may be, in a reduction of the tariff generally, the imported material would be included. In fact we may fairly say that the prospect of a reduction of the tariff on raw materials is brighter than on bicycles and tricycles. A reduction of the duty on steel would give our manufacturers a fighting chance, other things being equal in foreign countries. In fact this is just what the leading manufacturer wanted when he testified before the tariff commission. American makers will, we think, be protected sufficiently by the freight, insurance, and other charges incident to importing, and some, at least, by patents, which exact a royalty. The present tariff is a burden on our wheelmen, and they with one accord will, we think, favor anything which will lessen it. An organized effort in the right di-

rection would be fought with good results, and, with lower priced machines, the number of riders would rapidly increase. The trade would be stimulated, and 'cycling benefited.

THE proposed amalgamation of the offices of recording and corresponding secretary is, on the whole, advisable. The recording secretary, so far as we have been able to ascertain, is useless. If we are correct, and we think we are entirely so, the office is an incumbrance. Let it be done away with. Pay the secretary a little better salary, and expect more of him. If the financial condition of the League is as stated, it can well afford to pay more for increased work.

OF the proposed amalgamation of the offices of secretary and treasurer of state divisions, we cannot speak so approvingly. Although we have the utmost confidence in the division secretaries, we do not believe in placing in one man's hands the reception, disbursement, and accounting for of large sums of money. It is not business-like, and as there seems to be no objection to having the two offices, we hope the members of the League will vote against this proposition.

WHILE on League matters, we wish to raise again a protest against the League waiting for an invitation from local clubs before deciding where to hold its annual meet. It is of course very pleasant to be invited to the city it wishes to meet in, but to wait until such an invitation is extended is not in accordance with the best interests of the League. The absurdity of this state of affairs is shown by "Rochester's" arguments in favor of Buffalo as a place for the meet. He extols the advantages of that city, and then weakens his arguments by making the decision of the officers dependent on an invitation from the Buffalo Club. If Buffalo is the most available place for the meet, it should be held there, whether or not the local 'cyclists are willing. In our issue of 30 May, 1884, we wrote: "This brings us back to our old position regarding the League meets. We believe that the body should pay its own expenses and do its own work, and that it is manifestly unfair that they should burden the clubs of any city where they may decide to meet with the labor and expense incident to the gathering. It was no easy task for the



large clubs of the cities where the League has formerly met to do the work and pay the bills, and it becomes much harder for a small club, like the 'Cycle Club, to undertake it." We have seen no reason to change our opinions, and therefore reiterate the sentiments expressed at that time.

OUR readers will remember that in the case of Dalton v. Milliken the defence was that the plaintiff could not recover as he was violating the statutes of this State against travelling on the Lord's Day. The defence was so far successful that the jury returned a verdict for the defendant. At the last session of our legislature an act was passed providing that: "The provisions of Chap. 98 of the Public Statutes relating to the observance of the Lord's Day shall not constitute a defence to an action for a tort or injury suffered by a person on that day." (Chap. 37, Acts 1884.) The effect of this provision is that while one riding a bicycle or tricycle (except from necessity or charity) may still be liable to a fine of \$10, this fact cannot be set up as a defence in case he sustains any injury while so travelling.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Spokes.

*Editor Bicycling World:*—In your issue of 17 October, I notice a discussion in regard to spokes,—direct, versus laced,—and as I have had considerable experience with both, and as I am strongly in favor of laced spokes, I would esteem it a favor to explain my ideas.

I admit that on the first appearance of the laced spoke, considerable difficulty was experienced in regard to breaking, both at the rim and hub, but with the addition of a small cap at the rim, which entirely protects the spoke from rust or breaking, and making them slightly thicker at the hub, the difficulty has been entirely overcome, so much so, that to-day, no manufacturer of note in England is turning out as his best machine anything other than a tangent-spoked machine.

I will state briefly the great advantages of the laced spoke.

*First.* With the addition of the hollow rim, the machine can be made very much stronger and lighter.

*Second.* The tread is greatly reduced, which gives a man with a tangent wheel

an immense advantage over a wide tread direct-spoke machine.

*Third.* The highest class machines have their spokes laced in such a way that it is almost impossible for a spoke to come loose; and the writer begs to state here, that he has ridden a tangent-spoke machine (a Rudge) for the last two years that has not even the protecting caps at the rims, and he has never had a spoke come loose or break, although the machine weighs only thirty-one pounds, and has been ridden over 2,000 miles. It is as good to-day as ever it was. During the last five years I have ridden eighteen different makes of machines which includes almost everything that is worth riding, and I fail to see why a man weighing one hundred and thirty pounds should ride a machine which has heavy direct spokes, and broad tread that weighs forty-five pounds.

In conclusion, I would say, that I have tested both kinds of spokes thoroughly, and I am most decidedly in favor of the tangent spoke.

It is lighter, it is stronger, it requires no care, it will last longer and cost no more than the direct. DWIGHT.

#### Bermuda.

*Editor Bicycling World:*—I don't know as it would influence any person one way or the other, to say that the Bermuda trip meets my hearty approval, and that I want my name entered on the list. I have just mounted a Kangaroo, and find it a very practical wheel. Certainly for safety and coasting it is splendid. I am interested in the discussions as to the next League meet, and am of the decided opinion that Buffalo is just the place. A. G. COLEMAN.

CANANDAIGUA, N. Y., 10 November, 1884.

#### The Rudge Safety.

THE demand for safety bicycles, stimulated probably somewhat by the success of the Facile, and the recent splendid performances of the Kangaroo has led to imitations. The manufacturers of the Rudge bicycles and tricycles have, as our readers are aware, placed on the market a machine almost identical with the Kangaroo; that is, it contains the salient features of Hillman's machine, having the same small driving wheel, geared up and driven by an endless chain. We examined one of the new Rudge safeties a few days ago at the warehouses of Stoddard, Lovering & Co. While the Rudge machine is similar in principle to the Kangaroo, it differs from that machine in some particulars. The driving wheels are the same, being in both thirty-six inches in diameter, but the rear wheels are very different, that of the Rudge being only sixteen inches in diameter while the Kangaroo is twenty-two inches. This, our readers will immediately perceive, renders it somewhat less safe, but at the same time makes it lighter and much more graceful. In fact, the Rudge

is quite a handsome little wheel, while its weight is some ten pounds less than the Kangaroo, as it weighs but thirty-seven pounds. In the Rudge, too, the rider is more nearly over his work, as the rake is about the same as on the ordinary bicycle, the fork running from the head directly to the centre of the wheel which revolves on an axle with ball bearings running through it as on the Star, instead of on bearing projected somewhat in front of the forks, as on the Kangaroo. It may, therefore, be fairly said that one is less liable to take a header on the Kangaroo than on the Rudge. There is less tendency on the Rudge, however, to wobble, owing probably to the very causes which render it a little less safe. In fact, we could detect no difference between the Rudge safety and the ordinary bicycle. Instead of a tubular fork the Rudge has an ordinary hollow scabbard to which is bolted, and extending in the same direction, a hollow rectangular piece of steel. To this is bolted with simple means of adjustment the lower cog wheel. The upper one is on the outside of the hub, and the two on each side are connected together by 'Morgan's patent' endless chain. This chain, which is very light, consists of two pieces of links, the larger one being a plain rectangular link, apparently made of wire, while the other one is a roller made of a strip of flat steel coiled up so as to form a roller. The chain is very smooth and easy in its running.

An ordinary bicycle crank is used, with a throw of from four and a half inches to six and a half inches. The longer throw being used where the machine is geared up very high. A pair of ball pedals are fitted to each machine. The hubs, of course, are very narrow, but wide enough for so small a wheel; the extreme outside distance at the axle is six and a half inches, and at the butts of the cranks eight and a half inches. The spokes are thirty-six inches, and direct, while the rims are hollow. In other respects the machine is like a Rudge bicycle, having hollow handle bar, shell-back forks, etc. The price of the machine nickelled and enamelled, is \$135.

#### Electric Tricycle.

AN 'Electrical Engineer' sends the following account of Ayrton & Perry's electric tricycle to the *C. T. C. Gazette*:—

The machine these gentlemen constructed is a single-driving rear-steerer. The frame of the machine carries a platform, on which rest the accumulators, or secondary batteries, ten in number, charged with electricity. This platform is carried about a foot from the ground, to keep the centre of gravity low.

The electro-motor, or machine which supplies the motive power, is carried beneath the seat, and is driven by two light flexible wires from the batteries.

As this machine runs at a very high speed—1,500 or 2,000 revolutions per minute—it must be geared down. This

is very easily done. A light but strong spur wheel is fixed on to the rear wheel of the tricycle, concentric with it; into the teeth of this fits a small pinion wheel, which is driven direct from the spindle of the motor.

This motor is a wonderful little machine; it is about nine or ten inches long, and weighs thirty-six pounds. It is capable of developing a power on the spindle varying from three tenths to four tenths of a horse-power. This is far in advance, weight for weight, of any steam engine in existence.

The rider sits on a comfortable seat, with his feet on a foot board (if I were having a tricycle built I should have central gear, with pedals as auxiliary), and steers with his right hand, while with his left he holds another handle which increases or diminishes the speed at pleasure.

Two five-candle power incandescent lamps can be turned on at will, which show the road better than any oil lamp.

I understand that the patentees do not make these tricycles, but only supply the motors, which are a marvel of cheapness at £5. However, I should think any good tricycle maker would fit them to a machine, at a small cost. Again, the accumulators would have to be obtained from another source, viz., the Electrical Power Storage Company, whose works are at Millwall.

Some of your readers may ask, "What can this tricycle do?" Well with one exertion it will carry a man, without any exertion on his part, at a speed of eight miles an hour for eight hours a long enough run for most old veterans who have lost the power of their legs.

I see your correspondent asks for the address of Ayrton and Perry, the patentees. It is 73 Great Eastern Street, E. C.

#### Brooklyn Club.

Election day, the majority of the members of the Brooklyn Bicycle Club participated in a grand run through Jersey, under the leadership of Capt. Elliot. Their numbers were augmented by Capt. Cobb, of the Mercury Wheelmen, of Flushing, with six men; Capt. Dunnell, of the Heights Wheelmen, with ten men; and Capt. Wright, of the Bedford Wanderers, with five men, making nearly fifty in all. Arriving at Roseville at 10.30 we were met by Capt. Mead, of the Essex Wheelmen, with fifteen men. Capt. Mead was the pilot of the day, and with Capt. Elliot led the line, the clubs falling in two by two. In this style we passed a company of about thirty men of the Hudson County, Staten Island, and Jersey City wheelmen, drawn up in review line. At Levellin Park we met a company of the Orange Wanderers, comprising female tricyclists, and male bicycle riders. We had a delay here of half an hour, while our company were photographed. Under Capt. Mead's guidance, we were

taken over a route of twenty miles through the beauties of Orange and its vicinity, and on the best wheel roads in the country to Montclair, where we arrived at 12.30 in time for dinner at the Mansion House, whose host had already made preparations for us. A fine long coast in the village was indulged in by most of the boys, as a settler for their hearty meal. The good time enjoyed by all was not crased by the pelting rain through which we had to ride home.

T. B. H.

#### English Tandem Record.

MESSRS. CRIPPS and Wilson, not being satisfied with the loss of their record to Messrs. Smith and Brown, made an attempt to bring the figures down again 23 October, and succeeded in making the best on record, as follows:—

1. .... 44 2-5	1 1/2 ..... 3-39*
2. .... 1-26*	1 3/4 ..... 4-24*
3. .... 2-10*	1 3/4 ..... 5-10*
1. .... 2-54*	2 ..... 5-55*

\* Denotes best on record.

#### Horse v Bicycle.

THE recent races between our professional bicycle riders and trotting horses have led many to think that for five miles and over the bicycle is vastly superior to the horse. A comparison of the best amateur records and those of American trotting horses, shows that our bicycle riders must speed up to catch the horse records up to and including twenty miles:—

Miles.	Name.	Time.	Name.	Time.
1	Sellers.....	2-39	Maud S.....	2-09 1/2
2	English.....	5-32	Monroe Chief.....	4-46
3	Hillier.....	8-32	Huntress.....	7-21 1/2
4	Hillier.....	11-24	Trustee.....	11-06
5	Hillier.....	14-18	Lady Mack.....	13-50
10	English.....	20-19 2/5	Control.....	27-23 1/2
12	English.....	35-15	Topgalant.....	38-00
15	English.....	44-29 3/5	Gilder.....	47-20
20	English.....	59-06 3/5	Capt. McGowan.....	58-25
50	Falconer.....	2-43-58 3/5	Ariel.....	3-55-04
100	Walker.....	5-51-07	Conqueror.....	8-55-53

—*Springfield Gazette.*

#### Long Distance Work.

IN response to a request by Capt. W. G. E. Peirce, of the Chicago Bicycle Club, the following named members assembled at the club house Saturday, 1 November, at 7.30 P. M. for the purpose of testing their staying qualities in a twenty-four hours' go-as-you-please run: N. H. Van Sicklen, J. K. Cady, A. Ruhling, H. B. Heywood, T. B. Meteyard, and H. Ruhling. The start was made at 8 P. M. for South Park, via the boulevards, to Jackson Park, back to 164 Dearborn avenue, arriving there at 11.30 P. M. All the starters finished with 31 1/2 miles to their credit. The following morning, at 5.45, Van Sicklen, H. and A. Ruhling only started. They rode to Lincoln Park, thence to Douglas Park, and to Garfield Park, where they arrived at 7.50 and stopped twenty-two minutes for breakfast, then rode steadily until 8.45, when a stop of six minutes was made at Madison street, where it crosses

the Desplaines River, then came back, reaching the club room at 10.04, where a rest of twenty minutes was taken. H. Ruhling, having become saddle-sore, dropped out here with about seventy miles to his credit. Van Sicklen and A. Ruhling started for South Chicago, arriving at 11.54, where fifty minutes was consumed at dinner. Arrived back at club house at 2.32, where A. Ruhling stopped riding with 101 1/2 miles to his credit. Van Sicklen started west alone, but was joined by Lloyd, Warner, Heywood and Williams, who were fresh, and who contemplated "doing Van up"; they only succeeded in making a pace for him, however, and accompanied him to Desplaines, to Oak Park, to Humboldt Park, where fifteen minutes was consumed in taking a lunch. The pace makers all let up at this time, excepting Lloyd, who accompanied Van Sicklen back to the club house, arriving there at 5.45 P. M., Van Sicklen with 128 1/2 miles to the good. At this time Van Sicklen had concluded to stop riding, but, after resting thirty-five minutes, determined to continue, which he did, finally finishing at 8 P. M., with 143 1/2 miles to his credit. There were no falls or mishaps of any kind during the entire run. Those who stopped riding before the finish did so on account of becoming saddle-sore. Van Sicklen did not experience any difficulty of this kind, and says he attributes it to the fact of using a Wilkinson adjustable saddle, which he says is positively the best long-distance saddle he ever used. He rode an Expert bicycle. —*Mirror of Sports.*

#### C. T. C. Danger Boards.

THE following instructions as to obtaining, erecting and painting danger boards, are sent out by the N. C. U. and C. T. C., across the water:—

The danger boards are made of annealed iron; they are twenty-four inches wide, twenty-one and a half inches deep, and each weighs about forty pounds. They are supplied gratis by the Union, the cost being shared between it and the Cyclist Touring Club. Before making application for a danger board, the consent of the highway authority, or of the person on whose land the board is to be erected, must be obtained. There will seldom be much difficulty in securing this, as the utility of the warning notice is obvious to the drivers of horses, and the owners of carriages, as well as to cyclists.

The application for every danger board should be made upon the form attached; the description of the hill, the nature of the danger, the local or highway district in which the hill is situated, and the name and address of the clerk of the board or the highway authority affected (whoever has given the needful permission for the erection), all being clearly stated upon the requisition. The applicant should at the same time say who will undertake to pay the cost of erection. This, although by no means a



very serious item, is one which should, in common fairness, be defrayed by the clubs and riders in the district. In cases of necessity, where no volunteers come forward, the Union will, however, defray part or the whole cost incurred in supplying, transporting, and erecting complete.

The application received and approved of, the board or boards will be sent by luggage train, unpainted, but otherwise ready for erection, and with bolts for fixing, attached.

It will then be needful to obtain an oak post not less than four and a half by four and a half inches square (if pine or soft wood is used six by six inches) and twelve feet long, preferable with the natural butt retained on the end buried in the earth; as in the case of a gate post.

The painting of the post and the board should, if possible, be arranged as follows: two coats of good paint to be given before they are transported to the place of erection, and a final coat when they are in position. The colors to be used are as follows: the whole of the board must be painted with three coats of the best white paint, after which the word DANGEROUS, to be painted in red (vermillion), and the remainder of the raised letters, together with the margin, in black. These colors must always be rigidly adhered to. If the club, or person erecting the board and paying the cost of such erection so desires, the words, "Erected by — of —" can be added in the space after the word dangerous.

The post should be placed at the left hand side of the hill in the direction of its descent, and the board should be about nine feet above the ground. It should be erected in the most conspicuous place possible, not far removed from the road itself, and in such a position as to allow ample time for dismounting before the actual danger is reached.

In general it should be erected at least fifty or one hundred yards before the brow of the hill. In very rare instances where a projecting tree, or, in the case of towns, a wall is allowed to be used, considerable expense in the cost of erection may be saved, but an attachment of this nature is seldom half as satisfactory as a special post, which is recommended accordingly.

It is believed that the new boards are capable of resisting any moderate amount of rough usage from village youths and others; but the union is anxious to secure the co-operation of every rider in the kingdom to prevent their unjustifiable treatment, and to this end will gladly, at its discretion, prosecute any offender who may be detected in committing wilful damage, as it has already successfully done in other cases in the past.

The average cost of erecting a danger board, including the supplying of an oak post four and a half by four and a half, twelve feet long, painting the same and the board complete, and erecting within a reasonable distance, should not exceed 15s. to 20s., much depending upon the

circumstances attending each particular case.

THE N. C. U. has placed in England nearly five hundred danger signs, and have sent them to France, Belgium, Jersey, and other places.

#### Tricycling in France.

THE only record that exists in France, either bicycle or tricycle, is the twenty-four hours' tricycle record, which has been so keenly disputed between M. Rousset, president of the Veloce Club, Bordelais, and M. Daniel (alias "Baby"), of Pau. Almost so soon as one performance is made record the one or the other lowers it again by a better ride during twenty-four consecutive hours. M. Rousset was the first to undertake the task, and did what was considered a splendid performance for a tricyclist now in his forty-ninth year. He rode from Bordeaux to Toulouse, and would have done better, but his machine unfortunately broke and delayed his ride. "Baby" responded to this by a ride from Pau to Baronne and back, and covered 212 kilometres in less than twenty-four hours, but M. Rousset did not allow this to rest long, for a few weeks after he started on a twenty-four hours' journey from Bordeaux to Agen and return, and in the time he covered 286 kilometres. On 13 July "Baby" again crossed his steely steed to beat his rival's record, and this time scored 375 kilometres in the twenty-four hours. The real "battle" having gone so far, M. Rousset did not consider long before he set about the record in earnest and planned out as good a route as possible, and chose Bordeaux to Thenon and back and lowered the records by riding 317 kilometres. In the month of August in the present year "Baby" started with the intention to put up a record that he thought would take a lot of beating. Starting from Pau across a cleverly planned outline of roads, numerous members of the Veloce Club Bearnais were stationed at different portions of his route, and telegrams, and various despatches were forwarded to his starting-point, where the appointed officials received them to report the genuineness of his performance, and in the twenty-four hours he rode 333 kilometres (about 209 miles). This was looked upon as a corking performance for "Baby," who is about thirty years of age, and, according to all these advantages, it appeared long odds against M. Rousset ever getting near it. However, not to be "sat upon" by his younger opponent M. Rousset undertook to accomplish another record over the same roads as those of his rival, so that no doubt should be thrown out afterwards. M. Rousset therefore journeyed to Pau and took regular exercise on his Coventry Rotary tricycle, and at midnight on 4 October he started on his self-imposed task, accompanied by M. Maillot and Charles Terrent, riding their bicycles, as attendants. Although M. Rousset had a stiff head wind and a very cold atmosphere to contend with all the morning, and other dis-

advantages during his ride, when twelve o'clock struck he had covered 339 kilometres 200 metres (about 214 miles), beating "Baby's" record by over six kilometres. The result has caused considerable excitement in the cycling world throughout that country, and the Pau and Bordeaux journals and "dailies" are quite full of the record.

#### Recent Patents.

THE following list of patents, recently issued in connection with bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street, Boston:—

No. 306,498. Bicycle. Chas. S. Leddell. Morristown, N. J.

No. 306,499. Bicycle. Chas. S. Leddell, Morristown, N. J.

No. 306,510. Ball bearings for bicycles. Joseph S. Murray, Boston, Mass., assignor of one-fourth interest to the Cunningham Company.

No. 307,120. Velocipede. John Knous, Hartford, Conn., assignor to Pope Manufacturing Company, an adjustable spring clip for a bicycle.

No. 307,133. Velocipede. Thomas Millward, Shepherd's, Bush, and Chas. Leni, Hammersmith Road, Middlesex County, England, assignors to Pope Manufacturing Company, an epicyclic differential speed gear.

No. 307,458. Saddle for Bicycles. Wm. H. Hale, New Haven, Conn., assignor of one half interest to Joseph W. Jewett, New Haven, Conn.

#### Nineteen Hundred and Eighty-Three.

It was our annual dinner. The soups were good. The joints vanished beneath our astonished gaze with remarkable rapidity. The busy hum of conversation was stilled beneath the more engrossing delight of eating. Gradually, as our hunger became appeased, the talk and laughter began again to flow. The attentive waiters dexterously cleared the long tables, and each member, with a sigh of relief, drew his chair yet closer to the shining mahogany. Gentle incense from the fragrant Havannas began to fill the room. A pleasant after-dinner sort of smile was on every countenance, except that of our worthy president. He was thinking. He was determined on this occasion to give his long-cherished speech. He arose. "He is going to order more drink," said one. "Perhaps he has another box of cigars," suggested another. No. He felt his time had come. Drawing himself to his full height, he commenced—"Gentlemen." Whether it was at that word alone, or the dread of words to come, I know not. A look of dismay spread over each countenance, except that of the president. He was smiling blandly. He continued—"I have taken this opportunity to give an account of the 'Rise, growth, and future of our noble sport.'" The looks of dismay deepened on the countenances around me. Undeterred by the looks of

# THE RUDGE RACER

SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,

Rode a mile in **2 MIN. 39 SEC.**, beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
JOHN BROOKS,

ASA DOLPH,  
LEWIS HAMILTON,  
F. WESTERVELT,  
C. H. PARSONS,  
W. M. WOODSIDE,

G. M. HENDEE,  
E. F. TRACY,  
WM. MAXWELL,  
J. H. LEWIS,  
G. D. GIDEON.

The CHAMPIONSHIPS OF ENGLAND, FRANCE, GERMANY, AMERICA, and SPAIN have all been won on the RUDGE RACER.



AMERICAN RUDGE,

THE ONLY  
FIRST-CLASS ROADSTER  
at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.  
Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



RUDGE RACER.

One Mile Record of the World,

**2 Min., 39 Sec.**

Net Weight 53-in. Rudge Racer,

**23 Pounds.**

Price, 50-in., Enamelled and Nickelled, \$140.



RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.  
The first Bicycle ever ridden up Corey Hill.

Hollow Rims, Tangent Spokes, crossing twice and covered at rim, Hollow Front Forks, Semi-Tubular Rear, Hollow Handle-Bar, Harwood Step, BALL PEDALS.

Weight, 36 pounds.

Price, 50-in., Enamelled & Nickelled, \$140.

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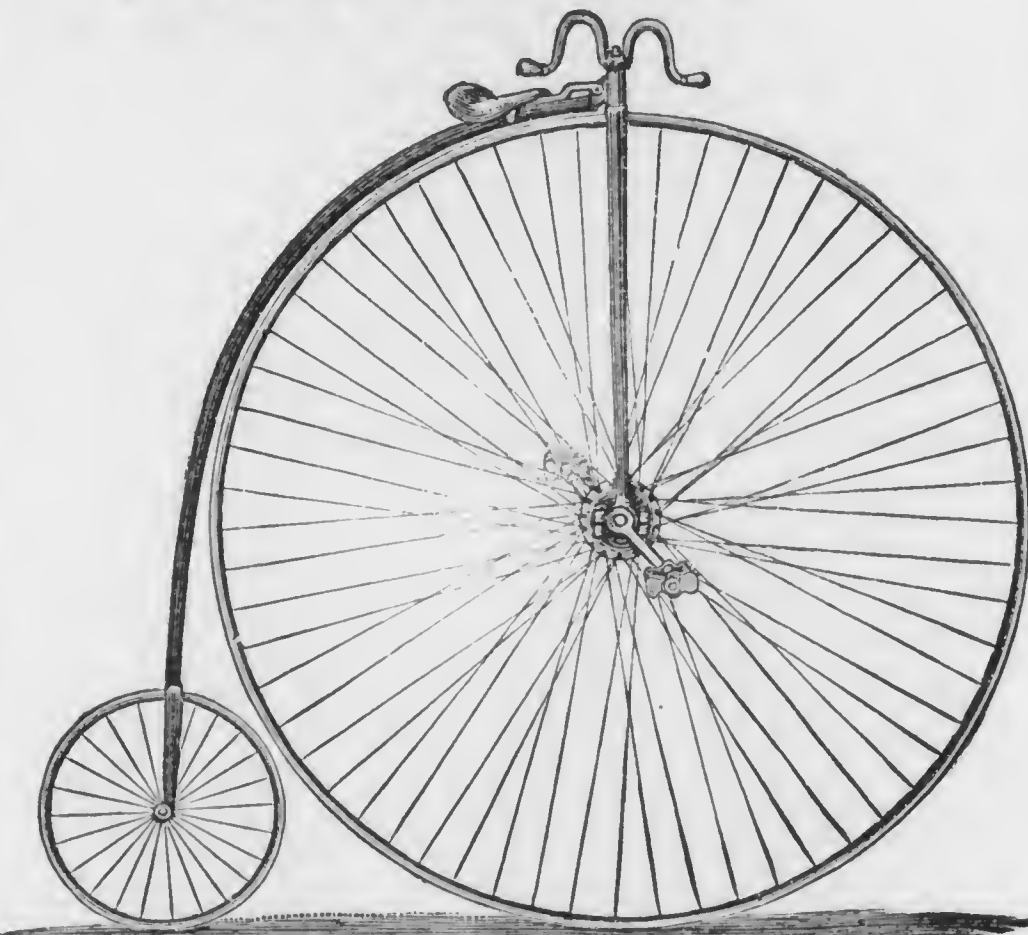
ONE HUNDRED MILE RECORD WON BY THE

## ROYAL MAIL.

S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

## ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2/5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3, 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.



WILLIAM READ &amp; SONS - - - 107 WASHINGTON STREET, BOSTON.

## BALLS ALL OVER.

### THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

### NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3/4 inch Tires, Double Butted Spokes, Finished Nickelled  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

## THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

### THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

### THE SANSPAREIL LIGHT ROADSTER,

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

### THE AMERICAN ROADSTER,

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

S. T. CLARK &amp; CO., Importers, BALTIMORE, Md.

the assemblage, he continued — "Fifty years ago our sport was almost unknown. In the short space of half-a-century its progress has been most marked. Dare I prophecy what it will be in another fifty years? Dare I think what it will be in one hundred years' hence? What it will be in the year 1983?" The room was very warm. That wine must have been very strong, 1983. I felt very sleepy. I attempted to arouse myself with a mighty effort. It was effectual. I heard the words, "Yes, gentlemen, 1983." Strange to say, the room seemed to have become larger. It was more than a room; it was a large hall. In the place of the mahogany tables were comfortable chairs. A large platform was at one end of the room. The platform was crowded with a number of venerable men with scientific-looking heads. Around the hall ran a gallery crowded to suffocation with ladies. I stood up to try and take all this in, but was greeted with loud cries of "Sit down; sit down." Then, and not till then, did I perceive that the most scientific and venerable-looking of the venerable old men was addressing the meeting. I turned to some one on my left and inquired of him, "Who is that elderly personage?" He looked at me with surprise, and remarked, "The president, of course." At the risk of being exterminated, I continued, "What president?" His reply dumbfounded me. "The British Association." I once more turned to pursue my inquiries, but was silenced by an indignant "sh!" I then turned my attention again to the president, and after some time succeeded in catching his words: "Yes, ladies and gentlemen, in this year 1983." Halloo, I thought, you are wrong. "1983!" I laughed aloud. The president fixed me with his stony gaze, and I was silenced. "One hundred and fifty years ago our sport was almost unheard of. In the present year we have arrived at a state of perfection which I fear no future generation can hope to excel. Retracing our steps to but one hundred years' ago, I find that a 'racer' bicycle was considered light if it weighed but twenty pounds. Gentlemen, there is no need to laugh, although I daresay you will smile when I tell you that a 'road' machine frequently weighed double that amount. We must remember, gentlemen, that steel was used then, and steel alone. I have in this hall a machine on which was won the 1983 championship. The machine is made entirely of aluminium. As, of course, all machines now are. The weight is seven and three quarter pounds. The makers wished to try and make it lighter, but our champion is one who possesses great common sense, and insists on not sacrificing strength for rigidity. The time of the one-mile championship, which we all know was 1m. 2/5s., is a great improvement on last year's race. We must, however, bear in mind that it was the first time that the championships have been run on the new circular burnished-steel racing-track, and

that fast times were fully expected to be done. It is, perhaps, noteworthy of remark, that the winner was a comparatively untrained man, he having only spent three months in preparing for this celebrated event. In this important year our champion expressed his intention of riding from Land's End to John-o'-Groat's in two days. This superhuman feat has been many times attempted, but never accomplished. This year, however, has seen the completion of this cinder track between the two extremes of the land; and as the wind-shelters were at last in perfect order, all England expected that something great would be done. England has not been disappointed. The great feat has been accomplished with thirteen minutes to spare. The machines ridden were those of the Patent 'Cobweb' Bicycle Company. Three machines alone were required for the entire journey. The champion speaks with reason when he affirms that (if the covered roof had not been in bad repair in places, and consequently made the track heavy going) two machines would have been sufficient to withstand the terrific strain." The president sat down amidst terrific applause. Hardly had the applause died away ere there arose from behind him another man — a man older even than the president himself. Laughter long and loud greeted his appearance. I once more turned to my friend on the left and inquired, "Who is he?" "Oh! he is mad," was all he said. The new speaker's voice was weak and low, and he could with difficulty be heard from where I sat. There was something, however, in his faltering words which attracted greater attention than the fluent oratory of the gifted president. Leaning forward, I caught his opening words: "Nigh a hundred years have passed over my head. Many, many changes have occurred in that space of time, — few for the better, many for the worse. When I was young these mighty changes were only commencing. We rode for pleasure, and for pleasure alone. It was before the time that you had abolished the pleasant undulating roads and substituted your monotonous and endless cinder tracks. We were content to linger amidst the leafy lanes and to toil up the long hills with the joyous expectation of a glorious 'legs over' on the other side. We have changed all that. With the abolition of roads you have abolished road machines. With the advent of perpetual racing tracks, your wonderful 'Cobweb' bicycles have sprung into existence. A new race of gentlemen amateurs has arisen. The craze for pace has been the ruin of our sport. It is doomed. Year by year the old riders drop off and no new ones step into their places. Return to your old ways. Return to the old joyous rides and runs of a century ago. Lighter and lighter have become your machines. Faster and faster go your racing men whilst the craze is on them. But in time they die. You have driven back with your ridicule

the hopes and ambitions of those who might have filled their places. Our children's children will find themselves on a mighty plain. Mighty paths, overgrown with weeds, will intersect it in all directions. In the centre of the plain shall be found a monument, and on it will be seen inscribed, 'Sacred to the memory of a once glorious but forgotten sport, exterminated by the craze for pace.' The speaker perhaps intended to have said more, but the gathering murmurs of the audience checked any further denunciation. Men were rising in their places. Men with angry voices and menacing gestures were threatening the would-be reformer. A stifling, sulphurous smoke seemed to fill my nostrils. The clamor increased. The howls of the audience seemed to mingle with cheers and clapping of hands. A pile of mouldering tobacco was under my nose. Through the clouds of smoke I seemed to see faces laughing at my discomfiture. Our president had finished his speech on the "Rise, growth, and future of bicycling." The howls and yells which I thought I had heard was the applause at its conclusion. I sprang to my feet, exclaiming, "I have had such a dream!" In earnest, then, were those voices raised. Threatening, indeed, were the gestures. "No dreams here! Pass round that beer! Outside, young man, outside!" — *Wheel World.*

## CURRENTE CALAMO

'Cycling Songs of Sundry Places.

No. IV.

## AN AUTUMN RIDE UP THE WISSAHICKON.

Season of the sun-browned leaf  
Merging into golden hues,  
Where the oak and maple meet,  
And their leafy harvest fuse;  
Shadow-guarded through the glen  
See fair Wissahickon's flow  
Bears away the tribute which  
Oak and maple fling below.

Season of a great farewell,  
Spoken low in accents soft,  
Whispered by each leaf that falls  
From the curtain arched aloft;  
Stretching o'er us as we ride,  
Oak and maple arches bright,  
Sun-browned, merging into gold,  
From our path close out the light.

T mid toned, and very soft,  
Lightly tuned and very low,  
Soft breathed songs from sunless streams,  
Trickling where the fern leaves grow, —  
Greet our ear, and whisper, where  
Hidden by the frondine shade,  
Wandering waifs seek a home  
Through the path their songs have made.

Gushing, gasping o'er the stones,  
Gurgling round the green-lipped rocks,  
Rader song from rougher streams  
Surly t. ned the qui t. moks;  
Surly tongued, and angry wared  
White lipped, black browed, bubbled crowned,  
Wilder streams with wayward will,  
Fling their harsher cadence round.



Through the shadow, up the glen,  
Where the sunlight's slanting ray  
Rarely seeks to share the scene  
With the rambling breezes play,  
Ride we, when the evening hour  
Falls o'er Wissahickon's stream.  
Losing Schuylkill far behind  
In sun-browned golden dream.

NINON NECKAR.

THE tricycler won.

Now shall we have a friend at court.

THERE was almost as much excitement over the election as we have in our League elections.

OUR correspondent, who tried to quote Tennyson last week, was a little "off." "Better fifty years of Europe than a cycle of Cathay," is the right reading.

COWPER might be altered to advantage, as follows;—

Then let us sing, live bicycling,  
And Hendee, long live he!  
And when he next doth ride a race,  
May I be there to see.

JENKS says the editorial staff of the *Amateur Athlete* is a Baird lot. There is more joke than truth in the remark.

STODDARD, LOVERING & Co. have leased the building, 152, 154 and 156 Congress street. Their new quarters will be very large and extensive, and their rapidly increasing business will be better accommodated.

IN one of the Western cities the wheelmen are undergoing the same trouble that the pioneers had to meet in this region, for the little boys throw sticks and their hats into the wheel. The wheelmen are getting the best of the boys, however, for whenever a hat is thrown at the wheel they get off, seize the cap and run away with it. One club room is adorned with ten caps, which the boys cherish with as much veneration as any warrior does his scalps.

WM. READ & SON have received an invoice of Kangaroos, and have already disposed of half a dozen or more.

THE *Southern 'Cycler* is the latest accession to the ranks of wheel papers. It is published monthly, at Memphis, Tenn., and edited by W. L. Surprise. The first number is well gotten up, and promises well for the future.

SEWELL recently sprained his ankle in attempting a somersault feat.

THE exterior of the Massachusetts' clubhouse is almost finished, and, before long, the club will be installed in its new quarters.

A POETICALLY inspired wheelman thus lets himself out: "I have a philosophic friend, who bicycling despises; and, as I am a bicyclist, to me thus moralizes: 'To bicycle, I'm sure that great exertion is required; to keep your legs going up and down must make U fellows tired! And if an accident occurs, when going at such a rate; and you should chance to fall, wheel see how saddle be your fate! Or, just suppose your spring should break, as summer always breaking; the spring

that you'd 'take over' might give cause for 'undertaking.' If you attempt too suddenly, your headlong speed to check, and quickly try to brake your wheel, you perhaps may break your neck."

MR. T. SEDGWICK STEELE, has resigned the presidency of the Connecticut Club, and it was accepted at the regular meeting. No person has yet been elected to the vacancy, but such action will probably be taken next week. During the three years of Mr. Steele's presidency the club's membership has increased from fifteen to forty, and its bank account is of considerable size. Accessions to the club are being made frequently, and the outlook is of the best kind.

G. R. BIDWELL & Co. introduce a lamp for heating tires, which will fill a want long needed.

IT has been the custom of the C. T. C. council to vote to extend over the ensuing year without extra fee, the membership of those who join the club during the last month of the current year. There is every reason to suppose that the same action will be taken at the December council meeting of 1884; but it will be a matter of favor, and not of right. Those who join the C. T. C. after this date will not be subject to any dues for the year 1884.

WHILE looking over the lists of second hand machines put out by the dealers, we were reminded of the following Eastern legend: Yahda, while wandering about, fell in love with an Indian maiden named Jahda and consorted with her as long as he could, and then he went and sold her as a slave.

SPEAKING of the danger boards, reminds us of the experience of the N. C. U. during the early days of their work in erecting the signs. One town committee refused to allow the danger board to be erected at the top of a hill leading into the town, because "it might be read by strangers driving into the town, who might thereby be persuaded to turn back, and thus act detrimentally to the interests of the town."

Now that the festive season is upon us, wheelmen should paste this in their hats: "May the evening's entertainment bear the morning's reflection."

THE following speech was made at a recent race meeting by the referee on presenting a prize cup to the successful competitor: "You have won this cup by the use of your legs; may you never lose the use of your legs by the use of this cup."

OUR readers will, we hope, find little that is new to them in our advertisement in another column, but those who see our paper for the first time, or only occasionally, will find food for thought in it.

DR. KENDALL, League Consul for Dorchester, got run into and overturned by a teamster, who remarked that "Them things has no business in the

road." The teamster will bear a little educating both in his grammar and in the law.

A CORRESPONDENT sends us \$2.00, with the remark that his conscience kicks him for not sending it before. This is the kind of a kicker we like, and we wish the kicking business would flourish.

THE *Amateur Athlete* will change its name to *The Cyclist and Athlete*.

"IN the early days of wheel racing it was customary to have races without touching the handles; also with one leg and one hand, etc., but as the dignity of the sport grew, these greased-pole duck-hunting styles of wheeling have been largely abandoned, and straightforward go-as-best-you-can riding alone has followed. In Australia, however, they still seem to be in the greasy-pole stage, as we notice advertised, a Novelty Umbrella Race. We shall be glad to know where the sport comes in, unless it be to afford the public an opportunity of 'making sport' of the riders."

WE understand that immediate steps will be taken to have the C. T. C. danger boards made. The extent of their distribution and erection will depend on the amount of money subscribed. If the League would only join with the C. T. C. in this good work it would be greatly to its credit. It can well afford to give this move a substantial lift.

DON'T miss going to the Bermudas. We wish we could be of Mr. Elwell's party.

WE wonder if Burnham and Corey will contest on the rival safeties next year.

THE public says it will not support the union track until it is improved and made fast. The *Herald* says "The track will not be improved until the public supports it." A dead lock.

LADIES' night at the Boston Club on the 21st.

No records broken in the Ixion road race.

THE annual meeting of the Overman Wheel Company was held in Hartford, 5 November. Rodney Dennis, James L. Howard, John S. Gray, and E. S. White, of Hartford, A. C. Woodworth, Luther White, and A. H. Overman, of Chicopee, Mass., were elected the board of directors for the ensuing year. Mr. Overman was chosen president, Major E. V. Preston, vice-president, G. F. Davis, treasurer, and E. S. White, secretary.

MR. F. S. BUCKINGHAM, of the Brixton Ramblers, England, made 262 miles in twenty-four hours, 25 September.

THE Englishmen are really getting too long a lead of us. They are constantly adding figures to their long distance record, and ours remains at two hundred miles.

MR. GEORGE LACY HILLIER took a severe tumble from a "tantri" while spurring the other day. No bones were broken.

MESSRS. STODDARD, LOVERING & Co. have been appointed the sole United States Agents of Messrs. Lamplugh & Brown, and J. B. Brooks & Co., the saddle manufacturers of Birmingham, England, also of Messrs. J. Ardill & Co., of Leeds, the inventors of Ardill's Liquid Enamel.

THERE will probably be a safety bicycle race between Howell, Keen, James and Wood, at Leicester, on Christmas. In practice, Howell recently did some exceedingly fast time on a Rudge Safety.

THE Springfield Club never got left on any occasion, and President Ducker, on Friday last, mailed the following to "GOV. GROVER CLEVELAND":

"Congratulations on your election, and success to our first 'cycling president."  
"SPRINGFIELD BICYCLE CLUB,"  
"HENRY E. DUCKER, Pres."

THE Springfield Bicycle Club is preparing for its fourth annual concert, exhibition and ball, 23 February, 1885.

MR. H. D. COREY, of Messrs. Stoddard, Lovering & Co., is the guest of Mr. George Woodcock, the head of Messrs. D. Rudge & Co., Coventry England. On the arrival of Mr. Corey in Coventry, he was presented with a beautiful 53-inch Rudge Light Roadster, by Mr. Woodcock, in recognition of his being the first 'cyclist to ride up Corey Hill.

ONE of the English manufacturers announces a grand "Christmas Draw," or lottery. The principal prize is a Coventry Rotary Convertible, and there are besides a Humber Tri and two bicycles; and also two hundred geese and turkeys. The tickets sell for a shilling, and there are no blanks.

MR. WM. MCWILLIAM has retired from *Wheeling*, and Harry Etherington has gone into training to see if he can run it alone.

RUDGE & Co. have presented a fine gold watch to Sellers in recognition of what he did in America.

WHEEL papers are springing up all over the South in surprising numbers. And now comes *The Bicycle South*, which is to be published in New Orleans, 1 December. It is to be an eight page, nine by twelve, paper. G. McD. Nathan is to be the editor.

SEWELL, formerly Wilmo's partner, has been in the city since Friday last. He seems smaller, if anything, than when he left the Hub. He weighs but one hundred and four pounds. He is wonderful in his acrobatic feats, and is the only one who does a double somersault forward and backward on a bicycle. To the latter feat he can ascribe an injured ankle, from which he is rapidly recovering. He intends to make up a company of skaters and riders to take through the West.

THE Columbia Light Roadster is announced by the Pope Manufacturing Company. It has  $\frac{3}{4}$  and  $\frac{1}{2}$ -inch tires, hollow rims, 18-inch rear wheel,  $\frac{1}{2}$ -inch recessed steel hubs, with  $\frac{3}{4}$ -inch tread,

detachable cranks, fluted,  $\frac{1}{4}$  to  $\frac{1}{2}$ -inch throw, ball bearings front and rear, round perch  $\frac{1}{4}$ -inch, 5-inch cylindrical head, 4-inch ball centres, elliptical hollow forks, 27-inch handle-bar. Weight, about thirty-nine pounds. Price of 54-inch, with enamelled wheels, \$145.

FRED. ELDERED, W. J. and A. O. McGarrett rode from the City Hall, Springfield to United States Hotel, Boston, Sunday, 9 November. Time, 14 hours 45m.; riding time, 13 hours and 15 minutes. Breakfast at Warren, dinner at Worcester, and supper at United States Hotel, Boston.

MANSFIELD, PA. CORRESPONDENCE.—"Last Sunday I rode up to Blossburg (ten miles), to have a chat with Brooks, and discovered that both he and Will Woodside (now here) have taken refuge in a Star machine. Brooks is singing its praises aloud to every one; he says he intends doing some long distance riding on the track with it yet, although at the same time he will not give up his favorite crank machine, "the Rudge." By the way, he mentioned, as he pointed around the room, in which were stored three beautiful Rudge Racers, two of them Woodside's, one Royal Mail Racer, also a R. M. Light Roadster, both Brooks's, and the two Stars,—there are just \$1,005.00 worth of machines in here."

#### RACING NEWS

NEW YORK, 4 November.—The third annual road race of the Ixion Bicycle Club, took place from Fifty-ninth street and the Western Boulevard to Yonkers, making a run of fifteen miles. There were fifteen members of the club who went up the road before the races, but there were only four in the contest. The contestants were P. M. Harris, E. I. Robinson, William De Camera, and B. G. Sanford. The word to go was given the quartette at 11 o'clock, and away they flew up the street. They found the road-way as far as King's Bridge very bad for wheeling, being wet and heavy. From that point to Yonkers, however, the road was in very good condition. They arrived at the Mansion House in the following order: P. M. Harris, 12.10.45; E. I. Robinson, 12.14, and William De Camera, 12.21. Harris was declared the winner and was awarded the gold badge. It has to be won three times by one man before it becomes his individual property. Last year it was won by R. G. Rood, who made the run in 1.04.00, six minutes faster than Tuesday's time, but the road was in better condition. After a dinner, the club returned to the city by rail.

NEW HAVEN, 5 November.—Yale College sports. Two mile bicycle race, Merritt of '86 (1), 7.36.

BOSTON, 8 November.—Sports of the Tech. Ins. Two-mile bicycle race, H. Souther (1), 7m. 55.3-5; J. V. Wright (2).

ROCHESTER, N. Y.—The Rochester Bicycle Club held their fifth annual race

meeting on their eight-lap track 16 October. On account of the eight laps, 3.20 is called fast. Visitors were present from various parts of the State, and contests close. One item of notice was that out of thirteen prizes, eleven were taken by riders of the Star machine. The one-mile novice, won by Al Griener, in 3.49. Half-mile open, by Al Sherick, in 1.42; Hedge, of Buffalo (2), 1.43. The 3.40 one-mile time race by Nel. Smith, in just 3.40. The one-mile club for Coleman medal, won by Charles Smith, third and last time. Hundred-yard slow-race by R. A. Punnett. The one-mile 4m. class won by George Maier. The two-mile open, for Curtis medal, won by Charles Smith, in 7.11, Maier second. The three-mile club race won by Charles Smith for the fifth time.

THE American Athletic Club will hold games in Madison Square Garden 6 December, which will include a two-mile bicycle handicap. The race will be run under the League rules.

ON 1 November, William Patterson, of Canada, defeated Armaindo in a 100-mile race at Omaha. In the fifty-first mile Armaindo's machine broke, throwing her violently to the floor, and so severely injuring her that she withdrew, and the race was given to her opponent. Morgan then beat Patterson in a 20-mile race.

#### WHEEL CLUB DOINGS

PLAINFIELD, N. J.—The new rooms of the Plainfield Bicycle Club, over the Stillman Music Hall, were opened on Saturday evening, when a regular "house warming" took place, a large number of the wheelmen being present, brimful of health and good nature, and evidently intent on honoring the occasion in a manner in accordance with ideas most agreeable to the gentlemen composing the club.

The committee to decide as to who should be the possessors of the medals awarded to those making the best record, met at eight o'clock, when it named as the winners Mr. D. M. Runyon, Mr. R. Pound, Mr. A. L. C. Marsh, and Mr. J. H. Cooley, who accordingly received them in a manner befitting the occasion. The medals are very handsome, of silver and gold, set with a ruby, and enclosed in a morocco case.

At the conclusion of this part of the business, the inner man had to be attended to, and a bountiful collation was served.

The following is a list of the records made, which is indeed very creditable.

For Six Months.—D. M. Runyon, 3,008; R. Pound, 1,650; A. L. C. Marsh, 1,466; J. H. Cooley, 1,411; H. Serrell, 887. T. S. Burr, 793.

For Twenty-Four Hours.—A. L. C. Marsh, 150; J. H. Cooley, 140. R. Pound, 136. T. W. Yates 120.

RUTLAND, VT. CLUB had a club run called for one hundred miles 23 October, but rain prevented it. Have had very little good riding weather here this fall.



The Rutland Bicycle Club had a wire run into their rooms election night, and had election returns bulletined. The Rutland Bicycle Club expect to give a reception and dance at their rink New Year's Eve.

We now have a state division L. A. W. with a membership of fifty-seven. Vermont is beginning to join the C. T. C. Rutland expects to have quite a number of members after the beginning of the next subscription year C. G. R.

PENNSYLVANIA. On Thursday, 5 November, the Pennsylvania Bicycle Club held its annual meeting, when the following board of officers for the ensuing year was unanimously elected:—

President, Frederick McOwen; vice-president, Edgar C. Howell; recording secretary, Arthur H. MacOwen; corresponding secretary, Isaac Elwell; treasurer, Frederick A. Brown; captain, C. Arthur Roberts; committeemen, S. Bernard Chambers, W. A. Stadelman, H. E. Grau, L. H. Peiffer.

FOREST CITY WHEEL CLUB, Cleveland, Ohio, W. F. Knapp, president; F. J. Drake, secretary.

#### 'CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WESTON, *Chief Consul*,  
Savin Hill, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicken, 161 Wabash avenue, Chicago.

Massachusetts.—H. W. Williams, 258 Washington street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—G. D. Gideon, 1725 No. 21st street, Philadelphia.

Rhode Island.—J. A. Cross, Valley Mills, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPOINTMENTS.—W. D. Packard, consul for Warren, Ohio; Geo. E. Bittinger, 608 Harrison avenue, Leadville, Col.; State Consul for Colorado.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

CHAS. RAYNOR.—We do not have sample copies of the English papers.


F. A. PRATT.—Have sent the number you wished.

H. W. B.—Having been notified of your intention we will wait.

J. R.—Index ready soon. Will send copy.

E. M. AARON.—We accepted the challenge in the

**STEVEN'S**  
**BICYCLE**  
**Shot**  
**Guns,**



With leather case and strap, weigh but 3 lbs. are choke-bored, accurate, close-shooting, and good for any small game at 40 yards. The Rifles are good at 100 yards.

Send for prices and circulars to

**GEO. D. GIDEON,**  
Box 1108 X.  
Philadelphia, Pa.

Any Gun made supplied to order.

#### American Bicycle Co.

SPRINGFIELD, MASS.,

DEALERS IN ALL KINDS OF

#### Bicycle & Tricycle Accessories.

We have excellent facilities for doing all kinds of repairing, and as our rush is over will do any thing of the kind at about twenty-five per cent less than the regular price.

Bicycles painted with our

#### PATENT ELASTIC VARNISH

which is almost equal to Harrington's enamel, and looks just as well, for \$5.00. Satisfaction guaranteed. Correspondence solicited.

Fifty Second-Hand Bicycles for Sale at Greatly Reduced Prices.

AMERICAN BICYCLE CO.,  
SPRINGFIELD, MASS.



HARWOOD'S  
SAFETY BICYCLE STEP  
Harwood's Detachable Safety Step,

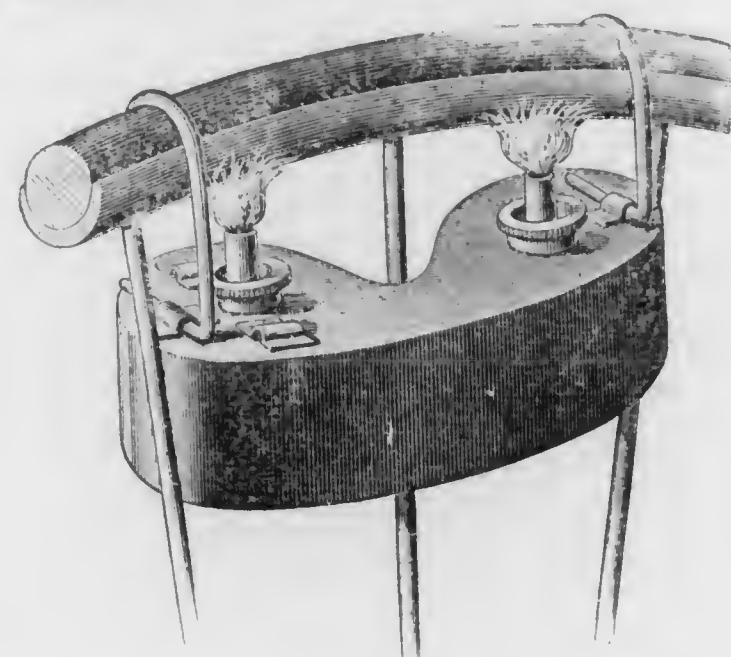
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

G. F. HARWOOD,  
Box 381.  
Worcester, Mass.

## THE PERFECTION HEATER,

(PATENT APPLIED FOR)

### FOR CEMENTING RUBBER TIRES.



A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers,

**G. R. BIDWELL & CO., Dealers in Bicycles, Tricycles, etc.,**

4 East Sixtieth Street, New York.

WORLD. Look at the back files. The dinner is still with you. Will take it at Buffalo.

DANGER.—The sign boards did not originate with the C. T. C. The National Cyclists Union (formerly Bicycle Union) was the first organization to use them, and still retains control of their distribution, etc. The C. T. C. not long since appropriated £50 towards the sign-board fund, and its name now appears on the boards in conjunction with that of the N. C. U.

FRED. C. DRAV, Hon. Sec., LONDON, ENG.—Thanks. Circular received. Have used in another column. Let us hear from you again on the subject.

L. H. P.—See answer to J. S. R., 7 November. (2). Fifty cents for a small stone bottle. (3). Vcs. As you would paint. It dries very quickly, and you will have to work quicker than with paint.

E. J. W.—We count you on the list of veterans. Our service is not old, but we have few with as good a record as yourself.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A 51-inch American Star bicycle: all latest improvements; cost \$100; will sell at a great sacrifice. C. D. BATCHELDER, Lancaster, N. H.

FOR SALE.—Three British Challenge bicycles: a 52-inch, black enamel, used two months, good as new, some scratched, price \$100; a 52-inch, full-nickel, not a scratch even, never ridden five miles, price \$135; a 54-inch, black enamel, never ridden but very little, just as good as new, price \$105. You can rely upon these to be just as I say. All great bargains. DR. A. G. COLEMAN, Canandaigua, N. Y.

FOR SALE.—One 55-inch Royal Mail Racer; this machine weighs about twenty-three pounds, and was used for the first time by Mr. Chambers, the English racer, in Springfield, in September, and is comparatively as good as new; it has ball pedals, and tangent spokes; price \$95 cash. ALBERT CHAPEN, Springfield, Mass.

FOR SALE.—One 52-inch, full enamelled shadow, ball bearings to both wheels, and but little used, comparatively as good as new, \$90. ADISON TAINTOR, Springfield, Mass.

FOR SALE.—One 52-inch nickelled and painted Expert, with Hill & Tolman bell, McDonnell cyclometer, and in excellent order; price \$80. C. B. WELLS, Springfield, Mass.

FOR SALE.—One 51-inch Harvard, painted black, ball bearings to both wheels, with Facile bell, and in excellent order; \$70 cash will take it. MARTIN BRECK, Springfield, Mass.

FOR SALE.—A 46-inch Standard Columbia Bicycle, full-nickelled, and ball bearing, but little used and as good as new, price \$65. Address LOCK-BOX 475, Poughkeepsie, N. Y.

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SHOULD SEE THE

#### LIFE-LIKE PORTRAIT

—OF—

## SANDERS SELLERS,

THE HERO OF 230,

Which appears in the

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FOR NOVEMBER.

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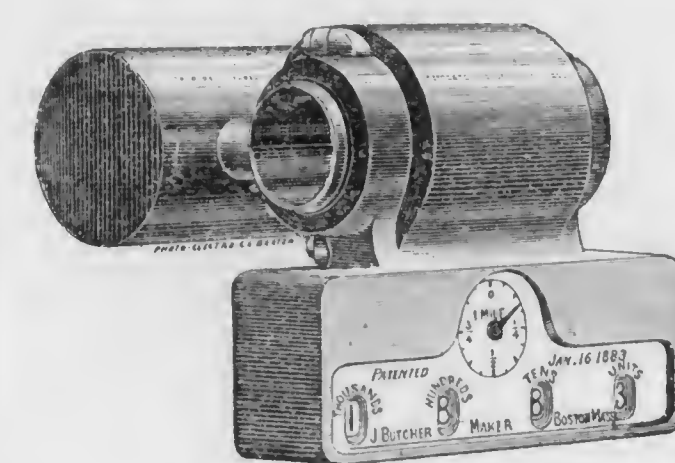
**ILIFFE & SON,**  
COVENTRY - - ENGLAND.

## The Butcher Cyclometer

IS  
ALWAYS RELIABLE,

AND

Can be Read from the Saddle.



It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

#### BUTCHER CYCLOMETER CO.,

338 Washington St., Boston.

#### THE KANGAROO BICYCLE

Now in Stock.

E. P. BURNHAM, Agent, NEWTON, MASS.

\$128, or \$135 WITH BALL PEDALS.

Also, Agent for the Royal Mail Bicycles and Victor Tricycles.

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#### MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

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Autograph Album!

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DESIGNED AND COMPILED

For Collection of Autographs.

It is handsomely bound in cloth with gold and black markings. It has one hundred pages, gilt edge.

Three hundred selections from the poets in regard to the wheel.

Three hundred cards or spaces for the autographs of 'cycling friends.'

Three hundred engravings, illustrating each quotation.

Price, One Dollar, Postpaid.

#### WILL C. MARVIN,

OID, MICH.,

Sole Agent for the United States and Canada.

#### MISCELLANEOUS.

ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

LEAGUE OF AMERICAN WHEELMEN. Gold L. A. W. badge plus, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

H. B. HART, No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the sides of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for 75 cents. E. C. HODGES & CO.

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated ELECTRO-VOLTAIC BELT and other ELECTRIC APPLIANCES on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. A so for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.

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STANCH AND RELIABLE ROADSTERS.

Strong,  
Durable,  
Light,  
Beautifully  
Finished.



Finest Materials,  
Skilful  
Workmanship,  
Every Part  
Interchangeable.

EXPERT COLUMBIA BICYCLE,  
STANDARD COLUMBIA BICYCLE,  
COLUMBIA TRICYCLE.

Price of Columbia Tricycle, \$160—with Power-Gear, \$180.

The Columbia Power-Gear will be applied to any Columbia Tricycle, at our Factory at Hartford, Conn., for \$25.

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BRANCH HOUSE - - - - - 12 WARREN STREET, NEW YORK CITY.

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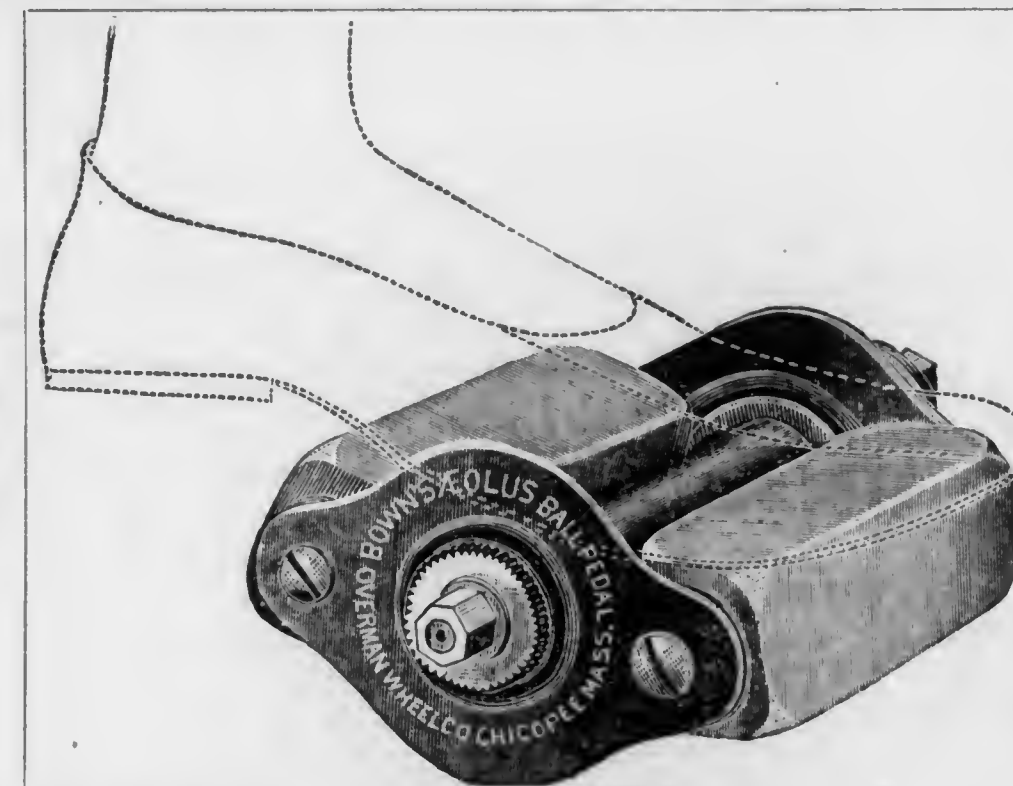
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Volume X.  
Number 3.

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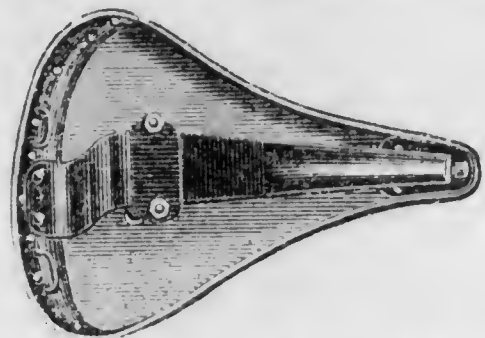
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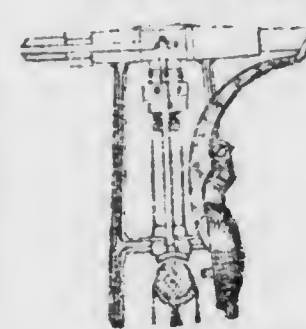
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[ESTABLISHED 1879.]

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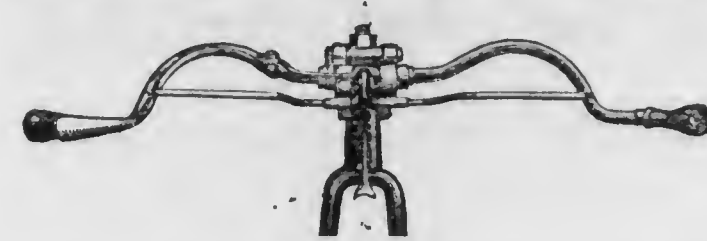
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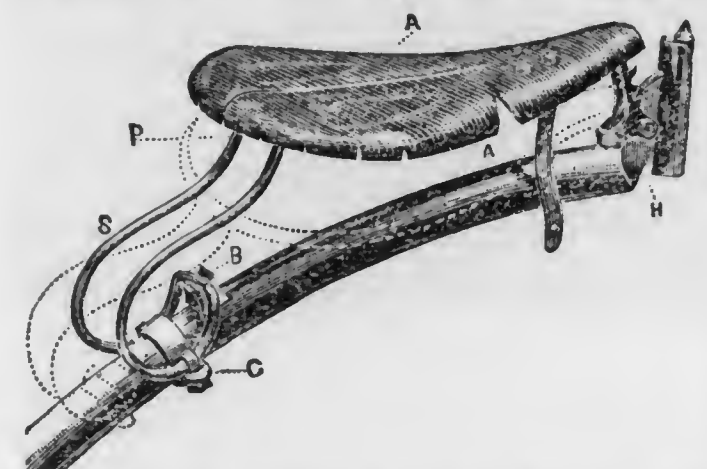
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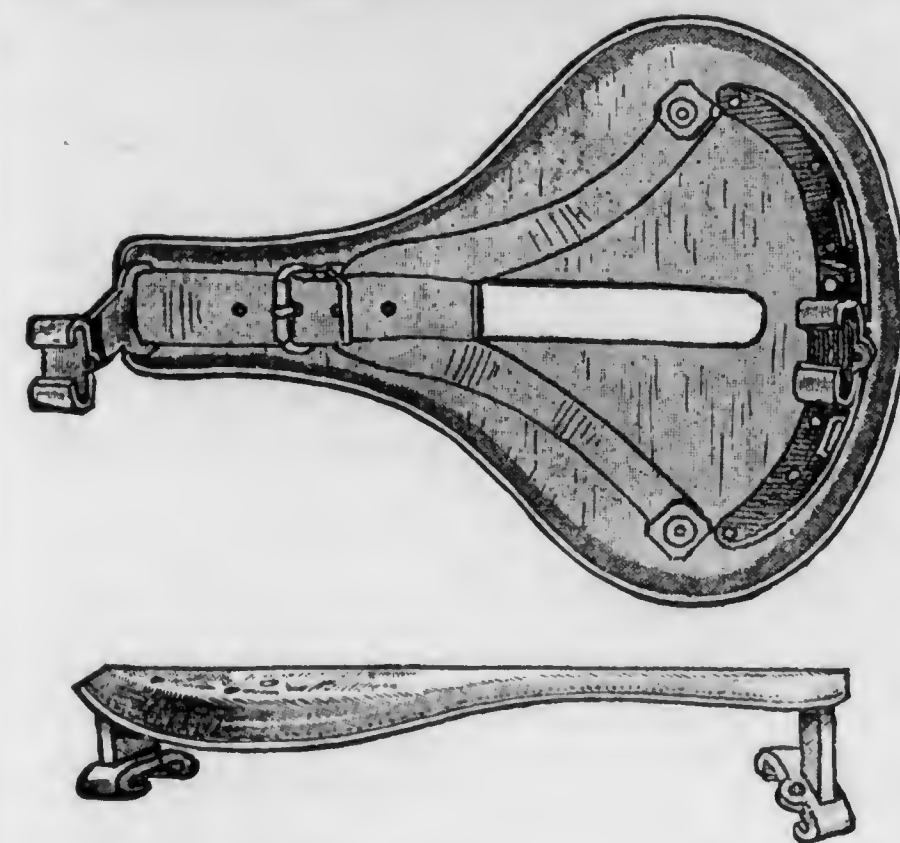
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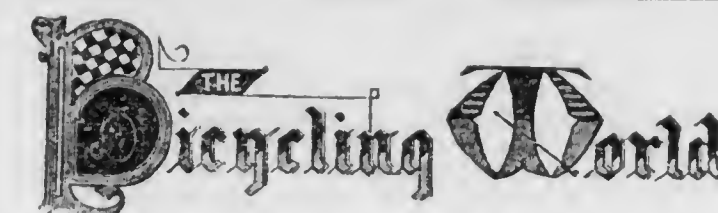


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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 21 NOVEMBER, 1884.

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### A CRYING EVIL.

UNDER this head, a vast number of victims have been pouring forth their complaints in the *C. T. C. Gazette*, of "scampish" and rascally work on machines, which they claim have been foisted on the market by "certain well-known makers." A great many of these writers urge the *Gazette* to publish the names of firms in question, and whether the coun-

cil will see fit to follow this advice, or not we do not know; but we shall watch events with a great deal of interest. If one tithe of what is charged by these indignant gentlemen is true, certainly some means should be devised to protect the confiding 'cyclist from being swindled. The complaints seem nearly all, if not all, to come from riders of tricycles.

Among the most serious charges preferred against these manufacturers are those of using malleable iron for axles in place of steel, and solder instead of brazing. At this writing, we are not aware that any of our riders on this side have thus been victimized, and we have every reason to believe that the "well known makers" are, luckily, not represented with us. Occasional fault in construction is inevitable, even where the greatest care and the most honest intention prevail, but we can scarcely admit that certain faults charged (if true) by these irate wheelmen can be the output of mere occasional oversight; on the contrary, they smack of the deliberate intention of passing on the community a "scampish" article for an honest one.

The heroic measure suggested to the C. T. C. council of publishing facts, and giving names in the *Gazette*, has its difficulties as well as its advantages, and unless caution and common sense governed the publishers of the *Gazette*, it might often do harm to honest makers, besides rendering the club liable for legal damages. On the other hand, a great wrong is being done to the honest manufacturer by the suppression of facts and names.

There is a middle way out of the difficulty, and we suggest the same to our cousins, and that is, let each buyer demand a reasonable guarantee from the maker, covering him from loss where dishonest work and faulty material bring about catastrophe. The honest manufacturer will not hesitate to protect his patrons in this way, the "scampish," one will demur, and in this way our British friends will be able to locate the frauds.

We will leave the subject with just a word as to where the rider himself is often responsible for unexpected breakdowns, and that is, when a hard rider has the craze for an abnormally light machine. Let him remember that metal has its limits of enduring strains, no matter what skill and honesty is brought to bear on its construction.

We can congratulate our wheelmen on this side of the water that the so dered malleable iron three-wheeler is unknown to us.

### SADDLES.

IN another column will be found an article on saddles, reproduced from the *Wheel World*. We print it in its entirety, because if there is any danger of a permanent nature from riding bicycles and tricycles we must not shut our eyes to it. If these alleged dangers are the result of faulty saddles or improperly-fitting machines, we should know it, that we may apply a remedy. The article does not add much to what we said editorially a few weeks since. We reiterate our remarks, that a proper saddle, a well fitting machine, and use within reason will prevent any supposed harmful results. It is very evident, when one thinks seriously of the matter, that the average saddle is not properly constructed. The great upward sheer of the saddle causes it to press against delicate glands. Moreover, we have seen saddles, especially of the suspension, unstuffed kind, with the leather higher in the centre than anywhere else. This is all wrong, and we must have a saddle that will not press against any parts not intended to stand it. We think that saddles made with an iron frame should have the leather in the centre cut out, and the edges in some way fastened down; or perhaps the desired results could be obtained without cutting the leather. As remarked above, we think there is too much dip to most saddles. In many cases, the front part of the saddle can be kept down by a wedge of wood placed under the back. But if there is a great deal of dip, this will cause the back to be too high, rendering the mount difficult, and causing the rider to slide forward, and possibly aggravating that which is to be avoided. Further light on this matter will be gladly received, and every wheelman owes it to his fellows to give any information he can which will lead to the adoption of the proper saddle.

THE *Lancet* has wound up the discussion on saddles with words to the following effect: "Our investigations lead us to conclude that, to say the least, such results are exceedingly rare. With a machine made in accordance with the principles inculcated by experience, as to which is safest and best to protect from



injury, we doubt if any valid argument can be raised against its moderate use."

THE powers in charge of League affairs have not been slow to condemn all discussions of League matters in our columns, and to charge those who have adverse criticism to make with attacks on the League. We will admit, for the sake of argument, that there has been from time to time many severe things said regarding the organization, and we find our justification in the following official utterance:—

"Of course 'where there is so much smoke there must be some fire,' and, therefore, where there is so much criticism there must be defects to criticise. Among these the following are the most glaring: The vexatious, expensive and almost ridiculous routine now necessary before a new member can receive his annual ticket, the present inability of the League to own and publish its Gazette; and the difficulty of obtaining a large representation at the various meetings of the board of officers. These, and many other, defects call for consideration in the immediate future."

It must be remembered that those who have only "taffy" to bestow seldom say anything in print, and that if the criticisms have been unjust an answer to them could easily have been made. We believe the officials have made a mistake in holding themselves aloof, and resting upon their dignity, and we are glad to see that the columns of the official organ have been thrown open by the editor to a discussion of League matters. We hope the discussion will be full, free, and impartial, and if any person can point out defects in the rules or management, we hope they will be carefully considered. Criticism can do no harm to a healthy body.

A LADY correspondent of an English paper expresses surprise that the ladies of America do not ride the tricycle. She means well, but she doesn't know, as Dick Deadeye puts it. If she will take the trouble to cross the pond we will take her out to Dorchester and introduce her to the ladies of the Nemo Club, or to Chelsea, where they have some half a dozen lady riders, unattached—to clubs; or we will invite her to visit Orange, N. J., where they have the craze to an alarming degree. If this will not do, we will find her a large number of lady riders right here in Boston; and if the day happens to be the right one, we will let her take a look into Pope's riding school, where

the girls from Wellesley are taking lessons under the tuition of friend Atkins. They have jolly times in the riding school, and everybody is not admitted during the lessons. Oh, yes. We are moving forward in America.

SEVERAL of the English riders who have been credited with long-distance journeys are under suspicion of fraud. It is asserted that Webb trained a long stretch in his journey to John-o'-Groats, and the charge is being investigated by the N. C. U. A doubt is also thrown upon Sutton's ride from London to Edinburgh by Mr. Thomas Cox of the Speedwell Club, who has made a thorough investigation, and finds many discrepancies in the post cards upon which Sutton relies to substantiate his statements. We hope the riders will come out of the investigation unscathed, for the sake of the good name of wheeling as well as their own.

A CORRESPONDENT in another column, makes objection to holding the annual meet of the League on the first and second of July, as has been proposed. We think there is force in the objection, for above all days in the year the glorious Fourth of July is the one on which we should remain about home. Especially is this so with the wheelmen, for city and town authorities are recognizing wheeling as a sport, and bicycle races are finding place on the programmes of local celebrations more and more every year. These local races do much towards popularizing the sport, for they are witnessed by crowds, who would otherwise never see a race of the kind. We believe that wheelmen can do a deal of missionary work by staying about home on the Fourth of July, and we hope the League will not draw them away.

A CORRESPONDENT writes us that he has been sent on a political errand up Salt River, and as he never travels by water when he can go awheel by land, he would like to know how he can get there, and over what roads he will be obliged to travel. Never having been over the course ourselves, we cannot give the information. We ride a Victor. The Republican party has been made to see Stars in the election, and why not let them select one of these. We refer our correspondent to "Karl Kron's" road book for the route.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the Editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Buffalo for the Meet.

*Editor Bicycling World.*—Our boys have read with much interest the article in your last number in regard to where the next League meet shall be held, and we are all well pleased to know that indications point to Buffalo, N. Y., as the probable place. This opinion is held, we think, by all wheelmen in this part of the State, and in Southern New York, at least.

But we think the question of time is equally important. Rochester suggests the second week in June. That, perhaps, would do; but an earlier date, if practicable, would be more pleasing perhaps to the wheelmen at large. It certainly should not be later than the date suggested by "Rochester." Another writer suggests 1 and 2 July, that the Chicago tourists may be accommodated. This would interfere with the plans of many clubs, that is, all those who hold celebrations, race meetings, etc., on 4 July. (and the number is large), for their best men would need to stay at home to further the arrangements of their clubs; and all riders after their Buffalo trip would feel too much "broken up" to leave home next day and enter races. Also, it leaves too wide a gap in cycling events. It has come to be felt that the annual meet should occur early in the year as a formal opening almost of the season's enjoyment, so far as public gatherings are concerned. If left until 1 July, it would seem like a wide gap before it, to be followed thick and fast by events afterwards. In preference to the above date of 1 July, therefore, we suggest some Tuesday in the later part of May or early part of June, and we will assure a large attendance from this part of the country.

Another matter. When reporters, secretaries, etc., are giving accounts of race meetings, etc., would it not add interest if they would state what mount is used by the winners and all hard riders who are worth mentioning at all.

PENNSYLVANIA.

### Interchangeability.

*Editor Bicycling World.*—Your editorial on "Interchangeability," goes into a question that has interested me greatly of late. There are many advantages in the American system and many disadvantages, and the solution of the problem will be reached only when the manufacturers employ both the hand and machine methods. I remember that it was only a short time since that English tricycles were made with fixed handles, and the *Cyclist* came out with an article claiming that they should be adjustable. Within a month, every manufacturer of the three-

wheeler announced that adjustable handles would be supplied with these machines. A small additional charge was made for these, but riders willingly paid it. In America such a thing would be impossible. If manufacturers had been convinced, as were their English brothers, that the change was desirable, we might have had the new handles the next season, not sooner. I remember that I once called the attention of an American manufacturer to a needed change in the form of his tricycle dress-guard. He admitted that the change was an improvement, but, said he, "The guards are all made for our present contract, and we can make no change this season." Just now the English wheelmen are talking of lateral adjustment for tricycle handles, and when the best plan is hit upon, we may look for its speedy adoption by all the makers. When we get the tariff off raw material and the manufactured article, we shall be able to buy machines at a very low figure, and I do not question that we can compete successfully with England in prices, for, with our machinery, we can turn out wheels much faster, and certainly as good. But the machines that we do turn out will be for the "average man." We hope that our manufacturers will recognize that there is a class of riders who want their machines made "to measure," just as they do their clothes, and they will not be satisfied with the "ready made" article. To supply this class with good machines at reasonable figures, and to make slight changes in the regular type at a small advance in price, are the problems which our makers have got to meet.

O. I. C.

### Why not a Boston Tournament?

*Editor Bicycling World.*—Why is it that neither of our larger clubs attempts a cycling tournament, and makes the "Hub meet" a fixture to be attended by cyclists from the world over, as is the case with the Springfield and Hartford events?

Can it be that the policy of these clubs is too conservative to allow them to risk losing any of their prestige in such a venture? I have noticed in the past that many of their prominent members have acted as judges, etc., in races run on the responsibility of others.

It has been well proved, as some gentlemen in this city know to their sorrow, that private parties cannot make a tournament in Boston a pecuniary success, but either of our larger clubs, or jointly, with their great social influence, could undoubtedly make a two or three day's tournament a great social, sporting, and pecuniary success.

What is the position of the WORLD on this subject?

W. G. K.

### Rims and Spokes.

*Editor Bicycling World.*—I noticed in last week's issue, a communication on hollow rims ending with the idea of direct

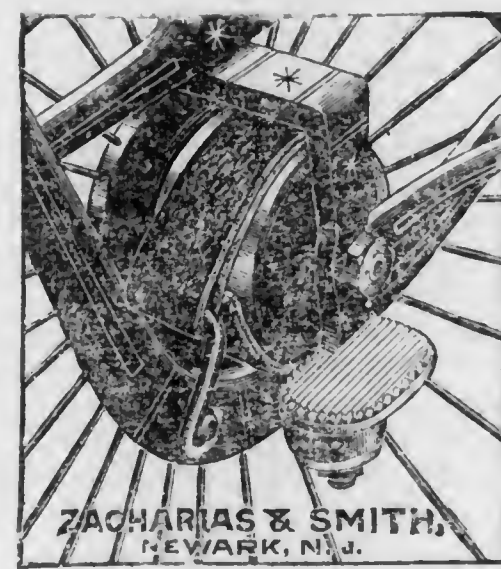
spokes. Now I would like to put in a word for this. I ride a 56-inch American Club. It has hollow rims and direct spokes, and we have roads that are hard on any machine. I have never had any trouble, either with felloes or spokes. Have run into a brick at full speed; also into a ditch five feet deep, without loosening a spoke or denting my rim (on the last I claim the cake). I think the trouble with light hollow rims is the very fine edge.

By the way, did you know that we have a fine club of twenty wheels, and at our last meeting we adopted the League rules and joined as a club. C. A. Smith is our president and captain; Wm. McWorkman, lieutenant; W. E. Bryce, secretary and treasurer. We have good roads and just loads of fun, especially with our Star riders, Wiegall and Blair, who keep the boys in a good humor. Our captain has fitted up a riding room, and we expect some nifty times.

C. H. PLUMB.

INDIANAPOLIS, IND., 12 November, 1884.

## MANUFACTURE



The Star Step.

In our attempts to master the Star, we found some difficulty in obtaining a firm footing on the step with which the machine was fitted. Through the kindness of Zacharias & Smith, we were provided with a step, which obviated any difficulty which we had before experienced. The step is sufficiently well shown in the above cut, and, in fact, is so simple that a description is hardly necessary. We may say, however, that it consists of a small casting, which is fastened by a bolt and nut to the original step. In the top of the step is imbedded a piece of corrugated rubber, which gives a soft and firm footing. It can be fastened to any Star machine, and, though we are not by any means an adept with the Star, we, with our limited experience, consider it well worth having.

MESSRS. Zacharias and Smith are building the Leddell bicycle, the patent for which was granted last week, and announced in our columns. We shall give our readers a description of the machine at an early date.

THE Pope Manufacturing Company

promises us a good thing in tricycles the coming season, but the manner of its make-up is not yet divulged.

THE Paragon Safety Bicycle, made in Birmingham, carries out the same idea as the Kangaroo and Rudge Safety, and differs only in having an intermediate gear between the cog wheels, instead of a chain.

A NEW seat has been designed and placed on the market by Mr. Alfred Bale, of the Coventry Machinists' Company. Mr. Bale's idea was to provide, for those who like seats, a support of his description which will enable a vertical machine to be ridden with a seat where, except by his arrangement, such would be an impossibility. "Bale's divided seat" is, in fact, an ordinary cushioned plate of sheet iron smaller in area than an "Otto" seat, which is needlessly large, but divided longitudinally in the centre, each separate half of the seat being hinged to a framework beneath. This allows the falling leg to take down its half of the seat without any painful pressure, and, of course, the hinge allows of the return of the seat as the leg again rises.

### Saddles.

THE fact that three prominent cyclists within our own knowledge are at the present time laid up from the effects of faulty saddles, and are forbidden to ride for months, must be our excuse for calling attention to the article which appeared in *The Lancet* of the 20th ultimo, on the evil effects likely to result to riders who neglect to study the apparently simple matter of a suitable saddle. Just as men vary in height so they do in width, and it is as ridiculous to expect the saddle which suits A to be equally good for B as to expect a six foot man to exchange "continuations" with one whose stature is but five feet. It would, of course, be too expensive for most men to have a saddle specially made in each separate case when purchasing a machine, but that saddles should be obtainable of varying width we unhesitatingly assert. It will, perhaps, be best to reproduce the main points of Dr. Strahan's article, which has caused so much stir, before commenting further on the subject. The Doctor is assistant medical superintendent at the County Asylum, Northampton, and says:—

"Cycling is doubtless a very healthy and pleasant mode of exercise when used in moderation, but now that tens of thousands of our boys ride bicycles daily, and 'get up records' of thousands of miles in the year, it may not be out of place to point out some alarming evils which are likely to arise from this abuse of an otherwise healthy pastime. Some time ago it was pointed out that obscure nervous complaints would probably be developed by the continual jarring—the succession of shocks conveyed to the spinal column in bicycle riding; and this, I believe, has proved correct in many instances, notwithstanding 'Arab



springs,' and 'rubber cushioned' machines. But it is to something much more serious than this that I would now call attention: it is to the amount of pressure brought to bear upon the perineum in growing boys, affecting directly the prostate, etc., and indirectly the whole generative system.

"The bicycle saddle is now reduced to the smallest possible limit. It is just wide enough at its posterior part to cover the ischial tuberosities, and it tapers off quickly to a long, narrow horn in front, upon which the perineum rests. Let us consider the position of the body and limbs when the rider is mounted, and we can then appreciate the amount of body weight which must be thrown upon the perineum. In bicycle riding the legs are, when extended, vertical, and the pelvis is flexed upon the thighs or rolled forward. This rolling forward of the pelvis is slight in easy riding, and very marked in fast riding and hill-climbing. Now, when the body and pelvis are bent forward, the ischial tuberosities are raised from the saddle, and the whole weight of the body, save what is transmitted to the pedal by the then extending leg, is thrown upon the perineum. It is not much of the body's weight that is conveyed to the pedals. In easy riding on the level the weight of the limb from the hip down is sufficient to move the machine, and in hard riding the extra pressure is gained not so much by throwing the body's weight upon the pedals as by pulling upward on the handle-bar, and so further increasing the pressure of the body upon the saddle. But even admitting that the pressure upon the perineum be only a few pounds, I hold that it must be injurious in the extreme, for were the pressure *nil* when riding upon a perfectly plane surface, it must at times be considerable when the machine is ridden over an unequal surface such as is afforded by our best country roads. Let those who talk of 'the beautiful gliding motion of the bicycle' try to play a game of billiards after a ride of twenty miles, and then explain where all their 'shakiness' comes from if their motion has been that of the skater. Now, this pressure on the perineum, whether it be continuous and increased at every jolt, or whether it be made up of jolts alone and be *nil* in the almost imperceptible and irregular intervals, must be injurious, more especially to growing boys."

The Doctor then goes on to refer to the evil results from excessive exercise in the saddle, as evidenced in the case of the Tartars, and the Indians of North America, and says:—

"If, then, these sad results are the outcome of immoderate equitation where there are an extensive seat and a stable foot-rest, and where the adductor muscles of the thighs are used, what are we to look for where our boys of ten and upwards spend the greater part of their own time riding bicycles, and get over thousands of miles in the year, perched upon a saddle no bigger than the hand,

which conveys every jolt of the machine to the body; where the jolts are ten times more numerous than those experienced by the equestrian, and, occurring without any approach to rhythm, are conveyed unexpectedly to the person?"

"Some time ago Dr. B. W. Richardson, when advocating 'cycling as a healthy exercise, and, if I remember rightly, 'that's what made 'cycling so healthful an exercise was that in it you enjoyed all the muscular motion experienced in walking, with this advantage, that the bodily weight was taken off the feet and legs.' This, of course, would be an advantage if the bodily weight were better bestowed than it naturally is upon the feet; but as it is on the bicycle, the transference of weight from the feet to the perineum cannot but be for the worse.

"It must be understood that what is said in this article applies particularly to growing boys, who generally straddle the largest machine their length of leg permits, and so greatly increase the liability to perineal pressure. What 'cycling'—for the saddle with the long, up-turned horn is now almost universally used for the tricycle, too—will do towards the advance of those prostatic affections, which so often render the closing years of life miserable, time alone will tell."

Like everything which a layman reads in a medical journal, the above is calculated to inspire fear in the timid, and a feeling very much approaching to it in those who study their present and future health; and if such an article were permitted to pass without comment, great harm might accrue to the progress of 'cycling. We do not propose, as some writers have done, to contest the accuracy of Dr. Strahan's views, because we feel perfectly certain, as a practical rider, that, although his premises are not quite correct in every detail, they are otherwise perfectly well founded. The danger, however, does not arise from the act of 'cycling, but solely from using an unsuitable saddle; and it is greatly aggravated in the case of men, on bicycles, by their using machines too high for them, or, as regards tricyclists, in a desire for too much verticality of action. In the first case, vanity is the cause, and in the latter, inexperience, or a want of a rudimentary knowledge of the human anatomy. Just as men drink themselves to death, despite the warnings given to them, so, we suppose, men will be found to ride on, utterly regardless of nature's laws. With these, of course, we cannot deal; they must be left to their fate. If, however, we, by this article, guide any rider in the right way, we shall be satisfied as having done our duty. Under a mistaken idea that ventilation is the first desideratum in a saddle, and that it can be found by simply cutting a hole in the leather, such an aperture is invariably found in all modern saddles. The old saddles, however, were quite as cool and, surgically, quite as badly constructed, but had no hole.

What is required is that a man shall select a saddle of sufficient width to enable the ischian tuberosities, referred to by Dr. Strahan, *i.e.*, the bone ends on which one sits on a seat or chair, to be also, when in the saddle, the supporters of the entire weight of the body, so far as it rests on the saddle. Let as much weight as possible be put on the pedals, and as much as is required on the handles, but let no other part except the tuberosities above-named bear any material weight at any time. Having got a saddle of sufficient width that these bones can rest thereon without touching the hard iron edges to which the leather is riveted, the next point is to deal with the saddle itself. Take a knife, and cut the saddle straight up the centre from the ventilating hole above mentioned to the peak, and then cut off as much leather on each side as will prevent any part whatever touching the perineum, which, of course, is the fibrous skin knitting the two legs together. If this be done every precaution will have been taken, and, provided too high a bicycle be not used, or a tricycle saddle put too high up, there will be no danger of either temporary or permanent injury to the urinary or other organs. The proper height of a saddle above the pedals is best gauged by placing it just so high as will allow the hollow of the foot to touch at the lowest point to which the pedal can go. Then if the machine be ridden by the ball of the foot, as it ought to be, there will be ample muscular power in the leg at all times to prevent undue pressure of the body on the saddle, a result which must follow if too high a span be used. Nothing is gained by raising the saddle so high that at the lowest point of the pedal the ball of the foot just touches it. On the contrary, it is exceedingly ungainly, and power is absolutely lost when the foot cannot follow, and, so to speak, claw the pedal right around. These remarks apply equally to bicycles and tricycles; and, with regard to the former, we may say that nothing looks more absurd than to see a man riding a machine too big for him. Every one sees this except the man; and he may find out to his cost that for the very dubious honor of standing four feet, six inches, and riding a fifty-six inch he may have to pay a penalty hereafter, which, as Dr. Strahan puts it, may render the closing years of his life miserable. Instead of trying to refute Dr. Strahan's sound reasoning, men should set themselves to the task of improving their saddles, and when they have got what suits them, let them keep their saddles or sell their machines. There is a great deal of wear in a saddle. We have had our present one, on bicycle and tricycle, for four or five years. It is one of Lamplugh and Brown's early "Tricycle Saddles," ten inches across the back, and not an atom too narrow for us. Some men, no doubt, could do with less. Many tricyclists at least, require more. In the centre of this saddle is cut a large oval hole extending from

# THE RUDGE RACER

SELLERS AT HARTFORD, CONN., SEPT. 9, 1884,

Rode a mile in 2 MIN. 39 SEC., beating the World's record.

The following noted flyers also ride the RUDGE RACER:—

R. HOWELL,  
S. SELLERS,  
ELIOT NORTON,  
G. H. WAIT,  
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F. WESTERVELT,  
C. H. PARSONS,  
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AMERICAN RUDGE,

THE ONLY  
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at a Reasonable Price.

Rudge's Unequalled Ball Bearings to both wheels.  
Hollow Forks and Backbone.  
Direct Spokes (eighty to front wheel).  
Curved Handle-Bars.  
Parallel Pedals, nickelled.

Weight, 44 pounds.

Price, 50-in., Painted and Nickelled, \$105.



RUDGE RACER.

One Mile Record of the World,  
2 Min., 39 Sec.

Net Weight 53-in. Rudge Racer,  
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RUDGE LIGHT ROADSTER.

STRENGTH, LIGHTNESS, SPEED.  
The first Bicycle ever ridden  
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Hollow Rims, Tangent Spokes, crossing  
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# LATEST!!

## ONE HUNDRED MILE RECORD WON BY THE ROYAL MAIL.

S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

### ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2-5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3, 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.

WILLIAM READ & SONS - - - 107 WASHINGTON STREET, BOSTON.

## BALLS ALL OVER.

### THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear " "  
NICKELLED AEOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.  
50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

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## THE SPECIAL SANSPAREIL ROADSTER,

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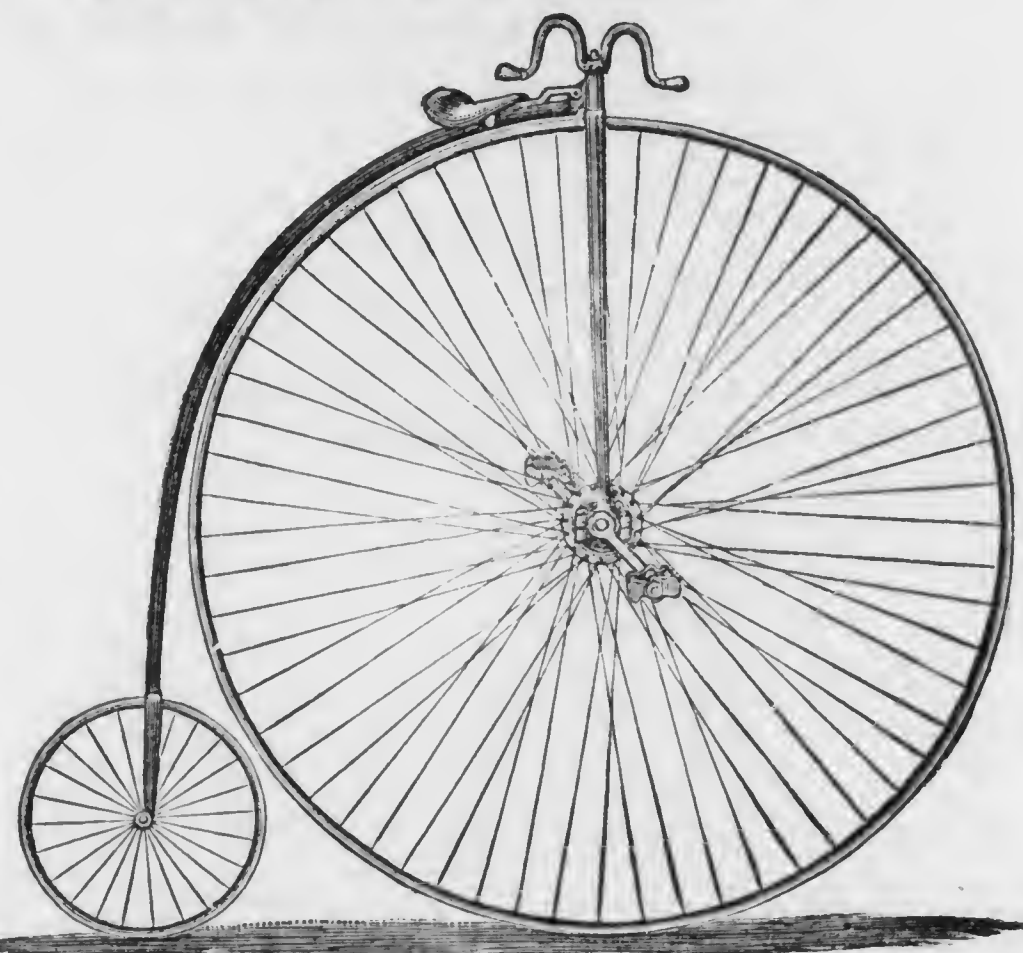
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RELIABLE AGENTS WANTED EVERYWHERE.

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S. T. CLARK & CO., Importers, BALTIMORE, Md.



the peak to where the aperture is generally found in ordinary saddles, and, while it holds us up in front just as well as any other, there is no undue pressure on any material part of the body. We can only advise all who study health — not to speak of comfort — to suit themselves in a like manner. — *Wheel World*.

### Bisons Awheel.

THE eleventh month is now almost over, and still the boys in and about Buffalo are enjoying riding to their heart's content, as we shall shortly show.

During the last week of October, we had enough snow to scare us just a little, but it soon departed, and all are now singing praise in honor of the Indian summer. The air is cool, but not cold; mild, and not hot. Just what a wheelman enjoys. Then, again, the trees are full of bright and many-colored leaves, which cannot fail to please the eye.

Sunday last we arose rather early, donned our wheeling clothes, mounted our wheel, and made a trip to Niagara Falls.

Not feeling in a mood for fast riding we struck a snail's pace, and enjoyed the day to our utmost.

Coming to a piece of wood which we knew contained chestnut trees, we dismounted. Leaving our wheel by the fence, we proceeded to hunt for the toothsome nut. Our labors were not in vain, for we soon had filled our pockets to overflowing.

Remounting, we continued on our way without stop until we had reached Tonawanda, when we very suddenly were reminded we had had as yet, no breakfast.

Arriving in front of our friend Schneider's, we dismounted and ordered a breakfast large enough for a hungry man. While the cooking was going on we amused ourselves by listening to a few German stories by Schneider.

After disposing of the repast we proceeded on toward Niagara Falls, which was reached in due time, and where we met two Canadians from some town not far distant, the name of which has escaped us.

The rest of the day and most of the evening was spent there, and we returned home by rail, and highly pleased with the day's fun.

The other boys are also doing riding, as I shall now show.

Nov. 9, a party of six goodly "bisons," met by agreement, and had a cup, brim-full, of riding.

The first place the six struck was Bowmansville, a distance of twelve miles, where they took dinner. The ride to Bowmansville was totally without incident, as the road was fine, and no tumbles indulged in.

At Bowmansville they were given an extra fine dinner, and were thinking of being charged high for their banquet, but were let off for a quarter all around.

Leaving Bowmansville at two in the

afternoon, they made for Mill Grove, where they were regaled with cider and apples. "Sullivan," of Boston, and "Church," of local fame, distinguished themselves at cider, while "Julius" and "Willie" made more than one apple disappear.

Crittenden was the next place where they stopped. Here they again attacked cider and apples, and were treated to a political lecture from a granger, which they all were delighted to hear.

Corfu was at last reached, and as darkness was fast coming the half dozen decided to stop here and use the Central Railroad to return on.

They at last, were off, and were so high toned that they must take a parlor car. It was too much for "Alf," who went to sleep, and also for Kneller, who made the baggage car his headquarters, and told monstrous stories to the baggage man.

The monthly meeting of the Buffalo Bicycle Club was held last night, and a committee given power to procure a winter riding hall, which will be done very soon. Other matters of more importance came up, of which we soon hope to have the pleasure of informing your readers.

SKINNEY VARIETY.

### A Dinner Party.

A PRIVATE dinner was given on Saturday, 1 November, at the King's Head Hotel, Coventry, England, by Mr. Geo. Woodcock of Messrs. Rudge & Co., in honor of Mr. H. D. Corey, of Boston, Mass., U. S. A., Mr. Sanders Sellers, of Preston, England, and Mr. F. de Civry, of Paris, France. The guests numbered an even dozen, and after the banquet was over, Mr. Woodcock took the occasion to congratulate Mr. Corey and Mr. DeCivry on the success of the Rudge machines in their respective countries, and ended by presenting Mr. Sellers with a valuable gold stop watch, for his performances while in the United States. The inside cover of the watch is inscribed as follows: "Presented to Sanders Sellers by Messrs. D. Rudge & Co. and Messrs. Stoddard, Lovering & Co., as a slight memento of his brilliant performance of riding one mile in 2m. 39s., beating the world's record, at Hartford, Conn., U. S. A., 11 September, 1884."

Mr. Sellers was greatly surprised, but managed to express his sincere thanks to Mr. Woodcock and Mr. Corey, who represent the above firms, and further remarked that the credit belonged as much to the machine as to himself.

Further speech making was in order afterwards, and the party broke up towards morning, having spent a thoroughly enjoyable evening.

Prince and his 2.39.

JOHN S. PRINCE has been talking to a reporter of the Washington *Republican*. He makes a common mistake in calling Howell the English champion, which he

is not. Fred Wood has beaten him at every distance, and holds the championships till they are taken away from him.

"I knew I was going to beat the world's record," said John S. Prince, the Washington bicyclist, who rode a mile in 2.39 at Springfield, the other day. "I had made it in 2.40½ while practising, and Richard Howell, the English champion, held the belt of the world for his mile in 2.43. So I put all the money I could get together in bets upon myself at fifteen to one against me. I won in 2.39, Howell only making it in my practice time of 2.40½."

"What are the chances of bicycles catching up to trotting horses in point of time?" asked the *Republican* reporter, who called at the champion's place of business, on Sixth street, yesterday, to learn what he knew about fast bicycle time.

"I have no doubt about it. It is only a matter of time. You see horses have been bred up to the time they are now making, while a man has to depend upon his own nerve and muscle as he finds them and as he can develop them. Judging from the progress made in the last few years in general, and my own advance in particular, I think the record should be reduced to two minutes, or even less, within a year or two."

"What does it require to make fast time?"

"Muscle, wind, nerve, condition, a good stomach, and a light, firm machine. If the stomach is not in good order, you get blind before you have made any distance at all at anything like speed. You breathe as fast as a running dog on a hot day, but if you breathe with the chest you will get dizzy. You must learn to breathe from your stomach," and the champion illustrated the two modes. His whole trunk moved as he breathed while showing the approved method, while in the chest breathing only the upper part of the body moved. He explained that bicycling had a very great effect in increasing the expansibility of the chest. His own expanded eight inches — from thirty-five to forty-three inches. This led to further measurements, and it was found that his calf was fifteen and thigh twenty-three and a half inches in circumference. He is five feet nine and a half inches in height, and in weight one hundred and sixty-eight pounds. While recognized as the American champion, he was born in England. His trade was that of a brass founder, but he left that after completing his apprenticeship to become a professional bowler in a cricket club. His first experience in bicycling was seven years ago. For a year he rode as an amateur, entering the tests as a professional shortly before he came to this country, about five years ago. At home he ranked as, perhaps, a fourth-class man. The improvement he ascribes largely to the climate.

"What course of training do you undergo before entering a contest?" was the next query.



"I just live a little carefully, and exercise regularly. I rise at seven o'clock in the morning, and take eight or nine minutes of dumb-bell work, beginning with a six-pound pair and finishing with a twenty-five pound set. This makes me perspire gently. Then I take a cold shower bath and a two-mile walk. My breakfast is of mutton chop, lightly cooked, and a soft boiled fresh-laid egg, with plenty of bread and butter. I eat only so long as I am real hungry, leaving off when I could relish some more. Then I take another walk or a turn on the wheel before dinner, which is a good deal like the breakfast. After that, and a rest of an hour or so, I take a ten or twenty-mile ride on the track, working hard and finishing with my clothes wringing wet. Then I have myself bathed in witch hazel extract or alcohol, and thoroughly rubbed down. My supper is light, though I generally have a chop or something with it. About twice a week I take a pint of gruel before going to bed as an aperient. If I have a race at four o'clock, I take my dinner at 1.30 or two o'clock, and between the laps, if a long race, I eat a fresh-laid egg. No liquor or tobacco while training, and none at any other time, except a very occasional cigar."

"What kind of a track had you for your record-wrecking feat?"

"A smooth clay one. The track here is a little new now, but by spring it will be the fastest in the country. If I had been pushed at Springfield I could have made the mile in 2.37. What makes me think so? Why, I was fresh at the finish, and had strength enough left to stop my machine by back pedalling about one hundred and fifty yards from the wire. Howell was all played out, and had to be helped out of his saddle after his machine had shot ahead of its own impetus until it stopped of itself, showing that I had a good deal more in me. The distance between us, represented by the difference in time, was about fifteen yards. Howell is six feet one inch in height, and weighed one hundred and ninety-five pounds. He rode a sixty-inch Rudge machine, and I had a fifty-five-inch Royal Mail. My machine weighed only twenty-two pounds, the lightest one ever in a race here."

"What kind of weather is best for fast time, hot or cold?"

"Warm weather, about seventy-nine or eighty degrees in the shade is the best. After racing on a cold day I have suffered severely with my lungs."

"Is the race with the lady that you are going to run to be anything of a contest, or will it be an exhibition?"

"I am going to do my best to win the purse, that's all I know about it. I am not interested otherwise. If the lady has made the time they say she has, I shall have to break my five-mile record to beat her, with the two minutes start I am to give. My record is 15.13 for five miles, but I shall have to do it in 15.02 to beat her previous time. I hope to do this, and I expect to beat the record for every distance run the coming spring, and on

this track, too. I tell you bicycling is coming up."

## CURRENTE CALAMO

### The Neophyte.

If thou the lofty bike wouldst learn to ride,  
And dare all dangers that may thee betide;  
If thou wouldst speed on wheels the country o'er,  
Till distance is a thing to dread no more;

If thou wouldst tour around thy native land,  
Or climb the Alps, or tempt the desert sand,  
And ride alike in sun or rain or snow,  
With wind or sleet above, and mud or stones below;

If thou wouldst join the bold ten thousand's ranks,  
And pay thy two-and-six with humble thanks,  
And write the mystic letter, C. T. C.  
After thy name where'er thou chan'st to be;

If thou wouldst don the racer's scant attire,  
And boldly mount a sixty-inch or higher,  
And emulate the "demon fier's" name,  
And beat his record, to thy lasting fame;

If thou wouldst take to tricycling with zest,  
Or socialize with her thou lovest best,  
Or roam abroad alone, the world to view it,—  
Then, why the *Di Hens* don't you go and do it?

MR. FRANK A. EGAN (The Owl) will winter in New Orleans.

AN exchange suggests that it is about time to give up the old jokes about tires of wheels and the fatigue of riders. We agree with it. The old joke came over from England in the Mayflower.

WHEEL LIFE thinks it a little out of the common order of things to call the danger signs "boards," since they are made of iron.

MR. F. S. HUNWICKE has put up a record for the Otto of one hundred and eighty-nine miles in twenty-four hours.

WHEELING promises us a grand Christmas number.

OUR e. c. the *Wheel* is out in a new dress, which fits becomingly.

OUTING retails for 7d. in London, and the yearly subscription is 9 shillings.

THE Gaskell dinner tickets sold for 2s. 6d. We don't get fed over here for that price.

THE Orange Wanderers have had themselves photographed, and a copy of the picture now hangs in the Boston Club House. The picture is taken in the open field, with a background of foliage, and the club is drawn up in line, dressed in the club uniform to be "took." We recognize our old friend Ixion, and his wife on a Humber Tandem, and also Mr. and Mrs. J. W. Smith, and Mr. and Mrs. H. C. Douglass on similar doubles. The veteran wheelman, Rowland Johnson, Esq., bestrides a Traveler, and there are besides a Victor tricycle with a lady rider, a Kangaroo, and several ordinaries. The whole forms a very beautiful and attractive picture.

THE Overman Wheel Company holds the American patent for a bicycle built on

the ordinary lines with a lever and clutch action like the Star.

THE *Cyclist* announces a Christmas number, different from any before issued. The illustrations will be much better, and the reading matter more carefully selected than in former years.

THE N. C. U. is getting up a "reserve fund" by a popular subscription. It will be used by the Union to take up any important law case, dealing with: any question of the general rights of cyclists. Such cases taken through the higher courts mean a very great outlay, and one which cannot be met with the present income of the N. C. U., the dues being but one shilling.

"WHEEL LIFE," a new 'cycling paper, was issued from the London office of *The Cyclist*, 7 November. The prospectus says: "In 'Wheel Life' the persons, practice, and politics of 'cycling' will be fully dealt with in an amusing and readable manner. On *dits* and newsy items will appear in force, and honest criticism, where such is needed, will not be forgotten. Men about town will chronicle the goings on in the "Little Village," while men out of town will report on the "Provinces." We have received the first number, and find it very bright and interesting."

FORTY wheelmen dined at Bailey's on Sunday.

THE memorial to James Starley was unveiled at Coventry, 8 November.

THE Citizens of New York will have a "Stag Racket," 3 December. The programme will consist of music, recitations, sparring, and a feed.

MR. PRINCE writes us that he will be ready to meet Mr. Howell early next spring on either side of the water for any amount.

THE Buckeye Bicycle Club held a smoker, with a lager beer attachment, on Wednesday evening. The invitation was very unique, and was headed by the following quotation: "He who doth not smoke hath either known no great grief or refuseth himself the softest consolation next to that which comes from Heaven."

THE Cricket Saddle is the latest. The cut which accompanies the advertisement gives a good idea of the form of the saddle and the method of adjustment. It has the appearance of a comfortable seat, and we do not doubt it will prove so.

A CLERK in a certain busy office took up tricycling, and became very enthusiastic thereon, footing up his mileage daily, and driving his fellow-clerks half crazy with his 'cycling yarns. In the midst of one narrative he was called upon to fill up the body of a check; he did so, but shortly afterwards the gentleman who received the check returned, and said he would prefer *notes* in place of the check. An inspection of the latter document revealed the fact that it was filled up thus: "Pay to Mr. Blank or bearer, two hundred *miles*." Hence these tears.

A COUPLE of simple, yet exceedingly efficacious tricycle locks, weighing not more than two ounces, have recently been put upon the market by the Coventry Machinists' Company. The first consists of a brass block, which, upon being slipped through a link in the chain is padlocked in place; the second is a piece of brass in the shape of a T with an elongated leg. This is pushed through two links right across the chain, and similarly padlocked through the hole in the end of the leg referred to. Neither of these little instruments can damage the machine in the least, and if they be generally adopted (the nominal charge of a shilling each should be no bar to their popularity), tricycle lifting will speedily be numbered with the lost arts.

A CASE is on trial in the English courts, in which a tricycle agent is sued for the amount paid him for a machine which did not prove to be all that it was represented. The seller wrote "warranted perfect" on the receipt for the money, but when the rider attempted to use it, he found many defects which rendered the machine unsafe, and he returned it to the agent, but could not get his money. The case was then carried to court. The defence was a general denial. After hearing both sides, the judge reserved his decision.

## RACING NEWS

WASHINGTON, 17 November. A large number of people were at Athletic Park this afternoon to witness the bicycle riding and five-mile race between the champion, John S. Prince, and the female champion rider, Miss Elsa Von Blumen. They were well repaid for their attendance. The programme comprised a handicap heat race, best two in three, mile heats, and exhibition of fancy riding, and a half-mile handicap for boys, the day's sport concluding with the great race.

In the mile heat race L. M. Kruger was scratchman, but did not appear, the starting distances for the six contestants was not changed. In the first heat C. B. Proctor led on the first three laps, with P. L. Brown second, but on the fourth R. B. Barnard shot to the front and led to the finish in 3.00½, only one fourth of a second ahead of Brown, with Proctor third. The next heat was won easily by Proctor in 3.20, Brown second. The last heat was won by Brown in 3.00, Proctor second, and the race was given to Brown, who had led Proctor in the first heat.

There were five entries for the boys' race, which was one in 2.25, by Toby Berrian. A thirteen-year-old boy, Master H. Parke, gave an exhibition of fancy riding which elicited enthusiastic applause, and many who are qualified to judge declared that the control of his machine by the little fellow was fully equal to many professionals who make a specialty of trick riding.

In the great race of the day Miss Von Blumen appeared on the track at a great disadvantage, as she is suffering from a very severe cold recently contracted, which made her lame and stiff, yet her performance showed wonderful pluck and endurance. She was allowed two minutes' start, and in that time completed two laps, or half a mile, before Prince mounted his wheel. Prince speedily began to gain visibly, but slowly, and it was only at the end of the eighteenth lap that he succeeded in passing his antagonist, and then won in 19.45, Miss Von Blumen finishing leisurely in 20.58. At the beginning of the last mile Prince made a spurt and ran the race out at a magnificent rate of speed wonderful to, wit-ness.

Miss Von Blumen and her managers are not at all satisfied with the result of the race. They claim that she is capable of a much better performance, and that, with proper care and attention, she will be in condition to prove it within a few days. Prince, on his part, is satisfied that he can give Miss Von Blumen a greater start than he did. Negotiations for a new match have grown out of this diversity of opinion. Prince is willing to concede three and a half minutes, which ought to be equal to a start of a mile, and lead to a close and exciting race that would require his very best work to win. If Miss Von Blumen accepts his offer a new match to be run off on Saturday or Monday will be arranged.

KANSAS CITY.—The racing, on the last day of the tournament, 14 October, were won as follows: One-mile, C. B. Ellis (1), 3.44½; H. B. Norton (2); H. Ashcroft (3). Five-mile, Prof. T. M. Hardwick (1), 17.48½; Fred Westbrook, (2), W. J. Morgan (3), T. W. Eck (4). One-mile, State Championship, C. E. Stone (1), 3.34; H. B. Norton (2), C. B. Ellis (3). Three mile, J. T. Orr (1), 10.44; J. G. Hitchcock (2). Half-mile tricycle, Dr. Henderson (1), 2.28; Thos. Ellis, Jr. (2); bicycle v. runner, A. J. Tobin, on foot, half mile, (1), C. E. Stone, on bicycle, one mile (2). Louise Armaindo, against time, for half a mile, two heats, 1.51, 1.45½. An attempt to beat her record of 1.42.

A MATCH has been arranged for a twenty-mile race, between Louise Armaindo and Mrs. Lizzie Williams, the Kansas equestrienne, the latter to change horses every mile, for \$500 a side.

BELOIT, WIS., 7 November.—One mile, Guernsey (1); Parsons (2). Two-mile race, Foster (1), Stein (2). One-mile run and ride, Clark (1); Parsons (2). Five-mile, Hall (1), Foster (2); club race, one mile, Clark (1), Fenton (2).

THE professional race between Patterson and Johnson, at Omaha, nearly ended in a free fight. It was a most disgraceful affair throughout. It has come out that the parties were Fred Westbrook and Tom Eck, who masqueraded as Patterson and Johnson.

## WHEEL CLUB DOINGS

THE Chicago Bicycle Club will give an exhibition and race meeting at Le Grand Skating Rink, 25 November. Chief Consul J. O. Blake will have charge of the affair. The programme will be as follows:—

Grand march, participated in by members from all of the bicycle clubs of Chicago.

An exhibition of skill by Mr. M. P. Warner, Chicago Bicycle Club.

First heat of a one-mile bicycle race. Club drill, Hermes Bicycle Club.

Fancy bicycle riding by Mr. Ed. F. Brown, Chicago Bicycle Club.

Second heat of one-mile bicycle race. Club drill, Chicago Bicycle Club.

Fancy bicycle riding by Mr. A. G. Bennett, Chicago Bicycle Club.

Final heat of one-mile bicycle race. Club drill, *Æolus* Bicycle Club.

Two-mile bicycle dash.

Fifty-yard slow race.

One-mile time race.

THE Thorndike Bicycle Club, of Beverly, is to hold an exhibition and ball on Thanksgiving eve, 26 November. Slow and obstacle races are to be the leading feature of the exhibition.

THE Kenton Wheel Club, of Covington, Ky., held its annual meeting for the election of officers 15 October. The following were elected: President, Henry Pepper; captain, Robson C. Greer; secretary and treasurer, Thos. J. Willison; bugler, Howard S. Rodgers. The club numbers twelve members.

THE Germantown Club has taken a whole house for club headquarters, and will fit it up in fine style. The date for the house warming is not announced.

THE Maverick Wheel Club, of East Boston, will give a social assembly at Ritchie Hall, Maverick Square on Tuesday evening, 25 November. Wheelmen are requested to appear in uniform. The tickets are one dollar.

LOUISVILLE WHEEL CLUB.—Organized 29 September, 1884, with following officers: President, C. F. Johnston; secretary and treasurer, Chas. Van Overbeke; captain, Prince Wells.

## 'CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WRISTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicken, 161 Wabash avenue, Chicago.

Massachusetts.—H. W. Williams, 258 Washington street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coe, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—G. D. Gideon, 1725 No. 2nd street, Philadelphia.

Rhode Island.—J. A. Cross, Valley Mills, Providence.



Wisconsin.—R. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Joseph K. Emmett, Albany, N. Y.; John C. Newell, Albany, N. Y.; Albert L. Judson, Albany, N. Y.

APPOINTMENTS.—F. S. Harris, of Philadelphia, State consul for Pennsylvania, vice G. D. Gideon, resigned; M. R. Winchell, consul for Orange, Mass.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

CLUB.—The Boston Bicycle Club is the oldest in America.

C. D.—Showy uniforms have gone by. A dark green or a gray mixture will serve you well and you will not look conspicuous.

SECRETARY.—Thanks for invitation. We hope to be with you.

F. M. G.—All extra weight adds to the friction. Your theory is all wrong.

G. S.—We do not advise it. The weight of the tilt-rod is not great, and it may save you a severe fall.

ZACHARIAS AND SMITH.—Send us anything, and everything you have in hand. Such things are always welcome.

W. F. H.—To mend the cut tire, obtain some rubber cement from any shoemaker, and after cleaning the surfaces and giving them two or three coats, draw them together and confine till secure.

RACER.—In the non-riding season, plenty of pedestrianism will keep a man in first-rate order till the opening of the season.

F. S.—Run benzine or kerosene into the bearings and you will cut the gummy oil out. Don't leave the bearings without re-oiling or they will set.

HUMBER.—The machine is a front steerer. The steering is done by pulling the two front wheels the way required.

TRICYCLER.—Take the back off the saddle. It is useless encumbrance.

SAFETY.—The size of the Rudge Safety is not limited to 36 inches. There are three sizes made, 36-inch for riders of 50 to 53-inch bicycles, 38-inch for a 54 to 56-inch, and a 40-inch for a 57 to 60-inch. The gears are ordinarily 36-inch to 56-inch, 38-inch to 58-inch, and 40-inch to 60-inch.

A.—The handle-bar doesn't prevent headers, but it allows you to alight on your feet if you happen to go over. The Lilliputian bar is said to be very rigid, and it will stand hard pulling. Think you would like it.

J. H.—The prize articles will not be published in book form. We can send you the numbers.

W. H. C.—54-inch we should say, with ordinary spring and saddle.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—Or will exchange for American Star bicycle, any size, one Maynard rifle with four barrels, 22 and 32 calibre; two shot barrels, 20 and 26 inches. Write for full particulars, C. H. TOWNSEND, Willimantic, Conn.


4-INCH RUDGE RACER, GOOD AS NEW; also thirty machines, all bargains; stamp for list. FRED. P. EDMANS & CO., Troy, N. Y.

FOR SALE.—Coventry Convertible Sociable tricycle, in A 1 order. Apply to G. L. PARKMELEE, 8 Chester square, between 3 and 6, 30 P. M.

FOR SALE.—One 55-inch Royal Mail Racer; this machine weighs about twenty-three pounds, and was used for the first time by Mr. Chambers, the English racer, in Springfield, in September, and is comparatively as good as new; it has ball pedals, and tangent spokes; price \$95 cash. ALBERT CHAPEN, Springfield, Mass.

FOR SALE.—One 52-inch, full enamelled shadow, ball bearings to both wheels, and but little used, comparatively as good as new, \$90. ADISON TAINOR, Springfield, Mass.

**STEVENS' BICYCLE Shot Guns,**



With leather case and strap, weigh but 3 lbs. are choke-bored, accurate, close-shooting, and good for any small game at 40 yards. The Rifles are good at 100 yards.

Send for prices and circulars to

**GEO. D. GIDEON,**  
Box 1108 X,  
Philadelphia, Pa.

Any Gun made supplied to order.

#### American Bicycle Co.

SPRINGFIELD, MASS.,

DEALERS IN ALL KINDS OF

#### Bicycle & Tricycle Accessories.

We have excellent facilities for doing all kinds of repairing, and as our rush is over will do any thing of the kind at about twenty-five per cent less than the regular price.

Bicycles painted with our

#### PATENT ELASTIC VARNISH

which is almost equal to Harrington's enamel, and looks just as well, for \$5.00. Satisfaction guaranteed. Correspondence solicited.

Fifty Second-Hand Bicycles for Sale at Greatly Reduced Prices.

AMERICAN BICYCLE CO.,

SPRINGFIELD, MASS.



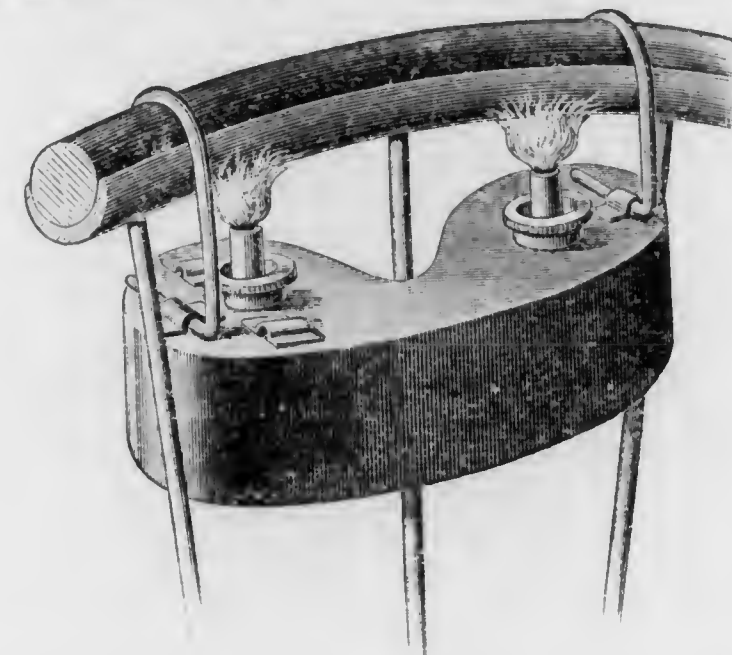
HARWOOD'S SAFETY BICYCLE STEP  
Harwood's Detachable Safety Step,  
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed.  
Stamp for circular.

G. F. HARWOOD,  
Worcester, Mass.

#### PERFECTION HEATER,

(PATENT APPLIED FOR)

#### FOR CEMENTING RUBBER TIRES.



A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers,

**G. R. BIDWELL & CO., Dealers in Bicycles, Tricycles, etc.,**

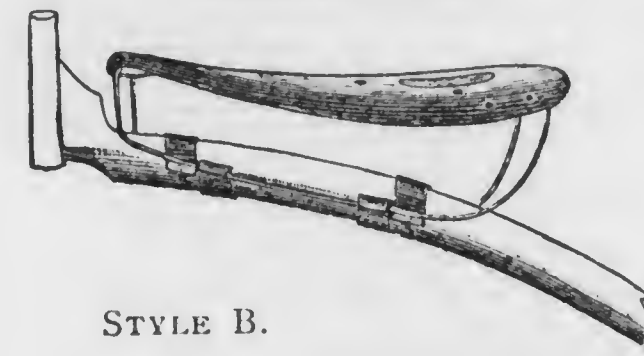
4 East Sixtieth Street, New York.

FOR SALE.—One 52-inch nickelled and painted Expert, with Hill & Tolman bell, McDonnell cyclometer, and in excellent order; price \$80. C. B. WELLS, Springfield, Mass.

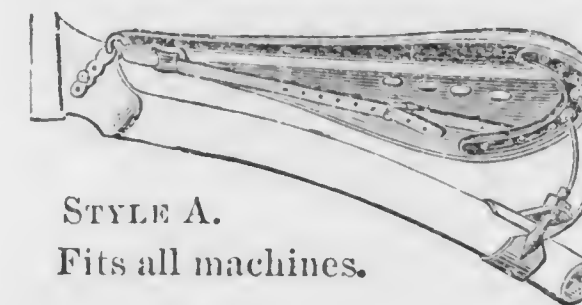
FOR SALE.—One 5-inch Harvard, painted black, ball bearings to both wheels, with Facile bell, and in excellent order; \$70 cash will take it. MARTIN BRECK, Springfield, Mass.

#### THE DURYEA SADDLE.

Patented Feb. 19, 1884.

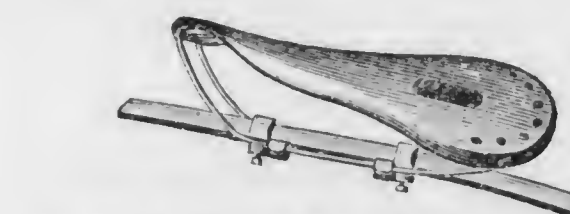


STYLE B.



STYLE A.

Fits all machines.



THE DURYEA STAR SADDLE.  
Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKELPLATED, \$4.75. SPECIAL TERMS TO DEALERS.

Reliable agents wanted.

Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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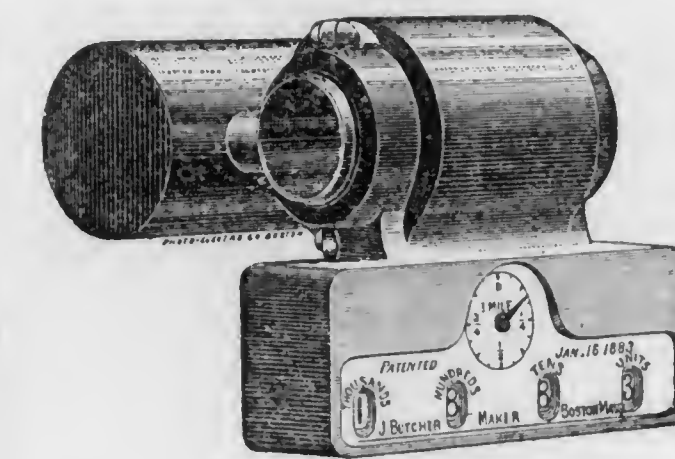
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#### The Butcher Cyclometer

IS ALWAYS RELIABLE,

AND

Can be Read from the Saddle.



It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead. In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

**BUTCHER CYCLOMETER CO.,**

338 Washington St., Boston.

#### THE KANGAROO BICYCLE

New in Stock.

**E. P. BURNHAM, Agent, NEWTON, MASS.**

\$128, or \$135 WITH BALL PEDALS.

Also, Agent for the Royal Mail Bicycles and Victor Tricycles.

**B. SCHULENKORF & SON,**

**MERCHANT TAILORS,**

Club Tailors to the 'Cyclists' Touring Club.

BICYCLE UNIFORMS A SPECIALTY

1141 WASHINGTON STREET,

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**BICYCLE and TRICYCLE**

REPAIRER.

PAINTING AND PLATING A SPECIALTY.

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Near Providence Depot.

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#### A WHEELMAN'S Autograph Album!

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DESIGNED AND COMPILED

#### For Collection of Autographs.

It is handsomely bound in cloth with gold and black markings.

It has one hundred pages, gilt edge.

Three hundred selections from the poets in regard to the wheel.

Three hundred cards or spaces for the autographs of 'cycling friends.'

Three hundred engravings, illustrating each quotation.

Price, One Dollar, Postpaid.

**WILL C. MARVIN,**

**OVID, MICH.**

Sole Agent for the United States and Canada.

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**ST. LOUIS WHEEL COMPANY, C. E. STONE,** manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

**LAMSON'S LUGGAGE CARRIER,** the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

**BICYCLE LEGGINGS.** Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

**LEAGUE OF AMERICAN WHEELMEN.** Gold L. A. W. badge plus, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

**H. B. HAFT,** No. 813 Arch street, Philadelphia, Pa. American and English Bicycles, and a full line of Second-hand Machines on hand. Send for price lists.

**LYRA BICYCLICA.—FORTY POETS ON** the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for 75 cents. E. C. HODGES & CO

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**THE VOLTAIC BELT CO.,** of Marshall, Mich., offer to send their celebrated **ELECTRO-VOLTAIC BELT** and other **ELECTRIC APPLIANCES** on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. A sore for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.



# Columbia Light Roadster.

LIGHT.

RIGID.



DURABLE.

HANDSOME.

A Light, Elegant Bicycle for Experienced Riders, and for Racing on Ordinary Tracks.

BRIEF of 54 in.  $\frac{3}{8}$  in. and  $\frac{1}{2}$  in. red moulded rubber tires; hollow felloes, made of weldless steel tubing; 64 direct spokes, No. 11 $\frac{1}{2}$  steel wire, with both ends enlarged; 18 in. back wheel; 4 $\frac{1}{2}$  in. recessed steel hubs, with 5 $\frac{1}{4}$  in. spread of spokes; detachable cranks, fluted; 4 $\frac{1}{4}$  to 5 $\frac{1}{4}$  in. throw, notched on back for adjustment of pedal. Parallel rubber pedals: front and rear ball bearings; cylindrical weldless steel perch, 1 $\frac{1}{2}$  in. in diameter; 5 in. cylindrical head; 4 in. ball centres; elliptical hollow forks; bolted sliding spring, with adjustable clip; choice of racing or long distance saddle; 27 in. straight, hollow-tapered handle bars; vulcanite handles; oblong step; semi-tubular rear forks; grip lever spoon brake; wire leg guard; monkey wrench, screw driver, pocket oiler, and Columbia tool bag. Weight, about 39 pounds.

Price of 54 in. (with enamelled wheels and balance nickel plated), \$145.00.

SIZES ON HAND, 54, 56, 58 AND 60 INCH.

SOLID BENT HANDLE BARS AND LEVER TO MATCH, EXTRA, \$2.50.

Send for Illustrated Catalogue, fully describing the Columbia Bicycles and Tricycles.

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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

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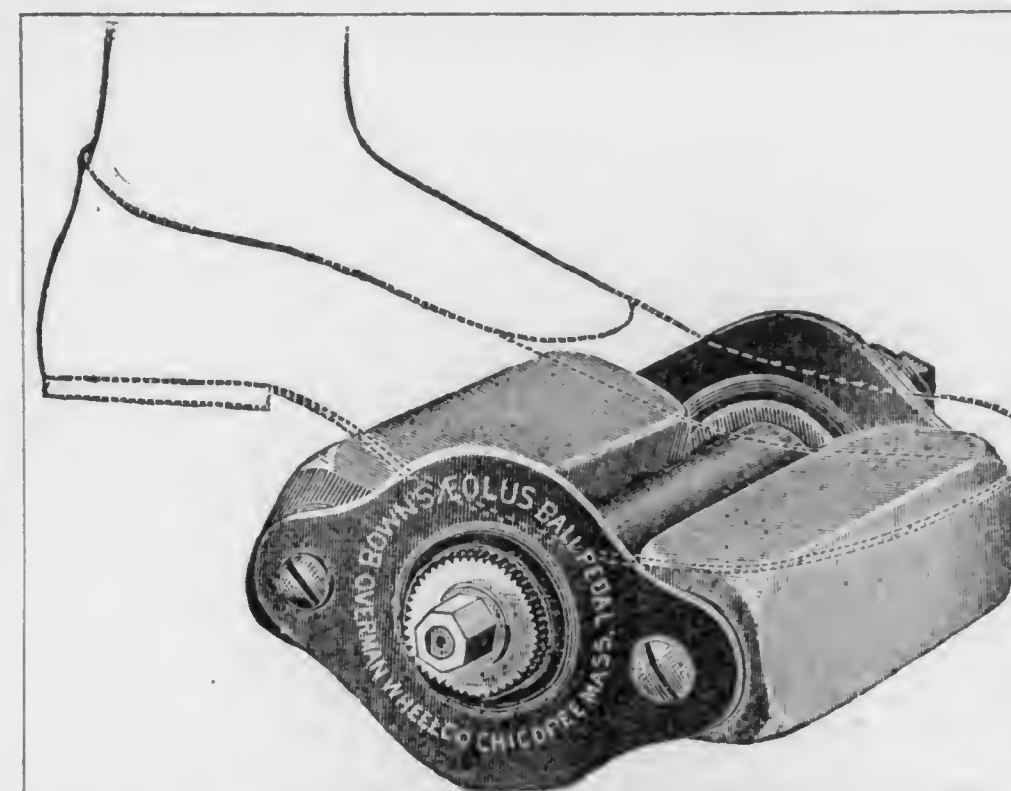
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BOSTON, 28 NOVEMBER, 1884.

Volume X.  
Number 4.

Don't Use Square Rubbers if You Want to Slip Your Pedals.  
YOU CAN'T ROLL A SQUARE LOG.

BOWN'S  
ÆOLUS  
BALL PEDALS  
FOR  
BICYCLES.



FULL  
NICKELLED

Price per  
Pair,

\$10.00.

OVERMAN WHEEL CO. - - Chicopee, Mass.  
FROM THIS DATE UNTIL MONDAY, DEC. 1, 1884,

We shall be in process of removal to our new Factory and Salesrooms at the address as below, where with ample space and greatly increased facilities for the prompt dispatch of business, we shall be glad to give our best attention to the orders of our friends and customers, old and new.

THE CUNNINGHAM COMPANY,

ESTABLISHED 1877,

Importing Manufacturers of Tricycles and Bicycles,  
Manufacturers' Institute, Huntington Ave. - - - BOSTON, MASS.

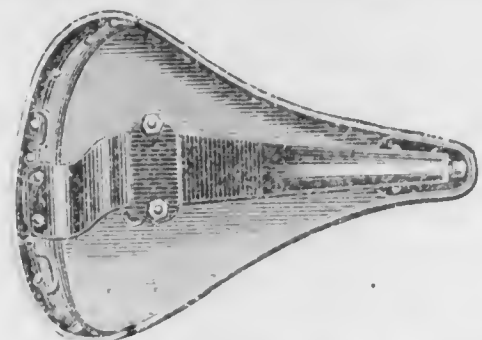
Visitors will find our new headquarters in Section B, Nos. 1, 2, 3, 4, 5, and 6, on the north-east side of this immense building; and inquirers from a distance are reminded that they can obtain our two illustrated catalogues, descriptive of our "HARVARD SPECIAL" and our "Yale Roadster" Bicycles, and of our specialties in

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## THE AMERICAN ADJUSTABLE LONG DISTANCE SADDLE.



Spring Frame, Perfect Adjustment.  
LIGHT, STRONG, ELASTIC, EASY.

"It is the easiest saddle I ever rode."  
BURLY B. AYERS,  
Chairman Trans. Comm., L. A. W.

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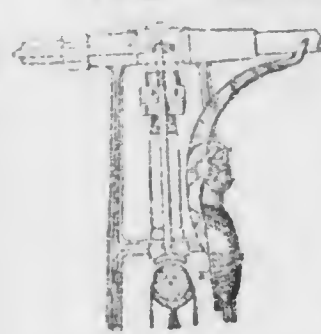
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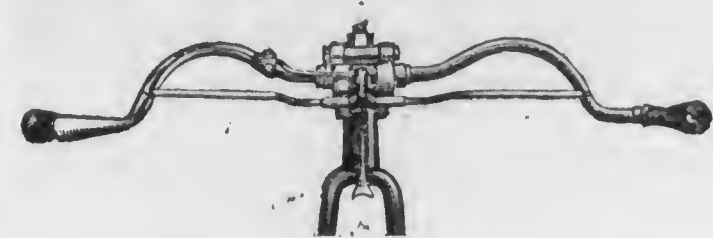
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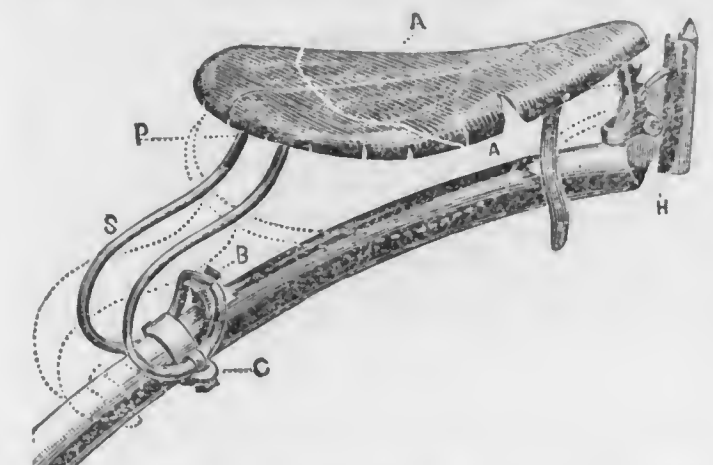
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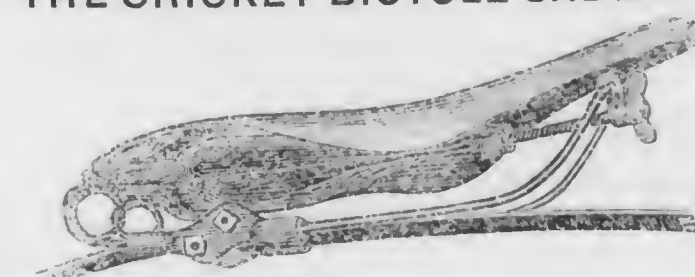


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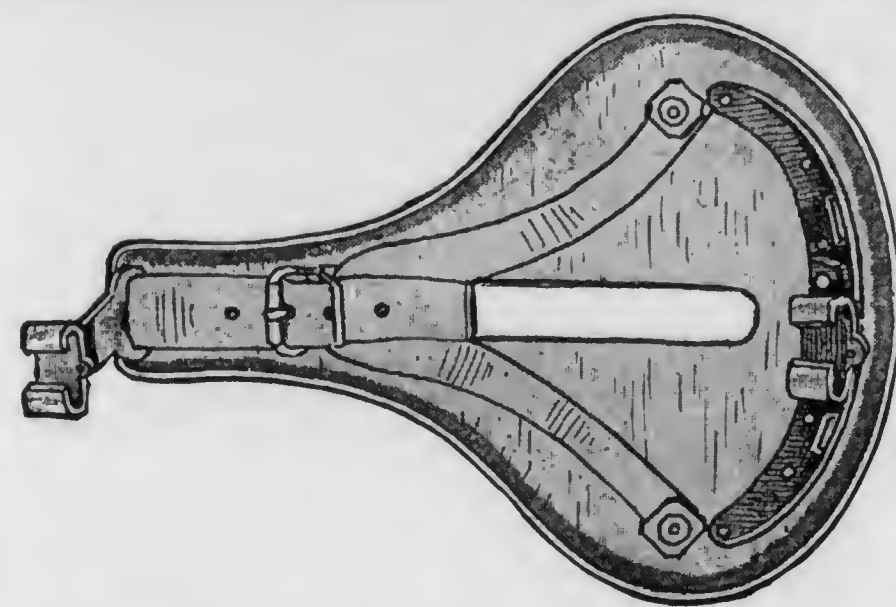
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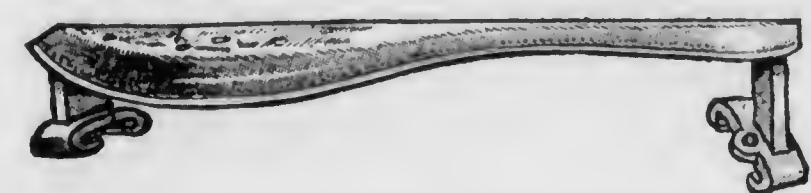


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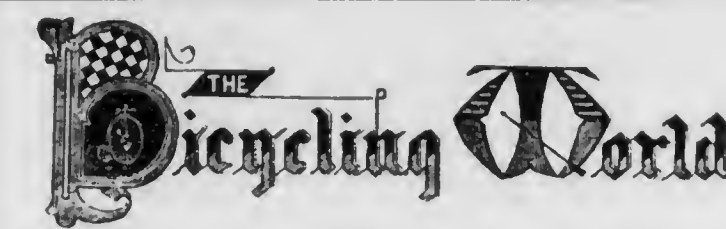
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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 28 NOVEMBER, 1884.

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### THE LEAGUE'S AFFAIRS.

WE have from time to time made suggestions to the officers of the League which we think if adopted would have improved and increased the effectiveness of that organization. But the officials of the institution have never shown a disposition to act upon or even consider them. Whatever has been done, was done in a desultory way and unmarked with any

consistency or well-defined purpose. The changes made in the constitution and rules have not generally been of much benefit, and have lacked the elements of vigor. But the inefficiency of the League's management lies deeper than any indifference or inability on the part of its officials, except so far as they have failed to go to the root of the matter, and apply the needed remedies. We do not intend to carpingly criticise, and would refrain from any remarks, were not the need of reform recognized by the officials themselves, as set forth in their Gazette. Though we had a hand in drafting the original of the present constitution and rules, we are free to confess that it is very defective and inadequate. They were modelled too closely after those in use by associations whose territorial limits are very much less than the League's. The mere fact that those who are intrusted with the management of affairs meet very seldom to confer together is sufficient to condemn the plan. And moreover, there is need of some provision, whereby each and every section may be represented at every meeting. At present, even when the officers do meet, the attendance is so small and so sectional in its make-up that the best legislation is not obtainable. The officers should meet as often as once a month; but to obtain anything like a fair attendance, proxies must be resorted to, or a system similar to that of the House of Commons adopted. The distances in this country are too great to expect the present method to yield good results. We have several times urged the necessity of change in the manner of holding meetings, and the need of some system to secure a large attendance, and are gratified to see that at last there is an official recognition of what we have so long maintained. The best way to meet the difficulties which have arisen is for President Beckwith, in the exercise of his executive powers, to appoint a committee to draft an entirely new constitution and by-laws, and report at the next annual meeting of the League, or of the board of officers.

### BALL BEARINGS.

EVERY once in "so often" comes a person cocked and primed, and ready to go off, with a theory that ball bearings are a mistake, that parallel bearings are the best, and that the sooner we return to the carriage axle idea the better for us.

And yet the demand for ball bearings does not cease, and wheelmen go about with the dreadful things on their wheels, wholly unconscious that they would be better off without them, and the firmest friends to the rolling friction are those who go from a parallel bearing machine to one with balls. Theory is well enough, if facts will substantiate it, but very often we find theory and practice at war. And now comes a contributor to the *Amateur Athlete*, who tells us that ball bearings are a needless expense, and he proceeds to prove that there is so little friction on a parallel bearing, that no other is necessary. He says:—

"The coefficient of friction of a steel axis in a cast-iron bearing, well oiled, is about 0.07, *i. e.*, if the weight on the bearing is one hundred pounds the friction at the surface of contact and tangent to that surface, which is the surface of the axis, will be seven pounds. Now the radius of the crank arm, or lever arm, of the pedal, is, say five inches. The radius of the axle is not more than three-fourths of an inch, and to overcome seven pounds resistance of friction at the axis the force needed at the end of the lever will be, from the equation of the moments, 0.34 inches x 7 pounds = 5.25 = 5 inches x 1.05 pounds. That is to say, if the rider puts one and a quarter pounds into his pockets he will provide weight enough to overcome this friction."

Granting for a moment all that he says about friction, how long would the cast-iron bearing wear?—supposing, of course, it is not broken by an ordinary jar, a thing most likely to occur. We will go further and let him take the best composition, or better still, a hardened steel bearing, and ask him to test its wearing powers. The experience of the past is that parallel bearings will show enough wear in one year of ordinary use to result in a rickety machine at the end, and a new case must be provided or the machine is unridable. A favorite statement of the theorists who would take away our ball bearings, is that if they were the proper things they would be used on machinery. Our friend approaches this as follows:—

"Forty years ago patents were taken out for friction wheel bearings for railroad car axles; they have never come into use."

He might have gone further and said that experiments were made on freight and passenger cars, and that it was proved satisfactorily that a locomotive could draw a greater number of cars fitted with roller bearings than with plain



ones, but as other considerations were involved, they were not adopted, and are not now used. These other considerations were the expense of the bearings, no small item, and the repairs that would be entailed. These latter were sufficient to counterbalance the gain that would result. But when a locomotive is replaced by lungs and muscle, the increased cost is of little account compared with the gain to the rider in ease and comfort. The fact should be taken into account, that in the case of cars or carriage there is superfluous power on ordinary occasions, and little need to attend to the friction to make the burden lighter. Even admitting, what is far from being true, that for a carriage plain bearings are good enough, it does not follow that no other is necessary on a cycle. Two reasons can be given to show that ball bearings are the only true ones for the cycle. They are these: ease of adjustability and freedom from the friction caused by side thrusts. They can be adjusted perfectly after years of wear; plain bearings have to be renewed, as they have no means of adjustment. The pressure on the front bearings is seldom perpendicular to the axle, and this pressure causes a small amount of friction, as the balls turn easily from the direction of the pressure. Our theorist makes the assertion that one and a quarter pounds put in the pockets of the rider will overcome the friction of the machine. Following this out, then twenty-five pounds placed in the same way will carry a rider at the rate of fifteen miles an hour on an ordinary road, as easily as a man can lift himself by pulling on his boot straps.

No, we will not give up the ball bearings yet. Rather will we seek to extend them. Before many years we shall see a good ball-bearing head, and then we think we will ask for no more. Those who seek to argue balls out of existence can satisfy themselves of the weakness of their theory by a test of the two kinds on the road. If they will but do this we will wager heavily on the result they arrive at.

HAVING said a word about one delusion, and gotten ourselves into fighting trim for all such invaders of the public peace, we gladly take up another of the same kith and kin as the former. We gave place, last week, to an account furnished to an English paper, of an electrical tricycle. We have seen many

such descriptions before, and electrical tricycles are springing up all around us, if we can believe what the papers say. This wonderful machine travels — on paper — without any effort on the part of the rider, at a rate of eight miles per hour, and incandescent lamps light up the road much more thoroughly than the best oil lamp invented.

As a matter of fact, the use of electricity for the propulsion of carriages is, as far as primary batteries are concerned, little nearer general adoption than it was twenty or more years ago. The so-called storage batteries used in the trials mentioned in the daily papers are heavy, expensive, short-lived, and when emptied of their charge, must be refilled by the current of a dynamo. A storage battery that will drive a tricycle seven or eight hours will weigh much more than the average man, to say nothing of the motor and gearing. The charging of such a battery must be done slowly, and by specially designed dynamos; and when charged, they give out not more than seventy-five per cent of the energy used in charging them.

It is a fact, often overlooked that the human body returns more energy per pound of fuel consumed, and stores and keeps ready for instant use a greater percentage of energy received than any engine and storage system discovered.

WHILE many purchasers of wheels ponder long over the question of size, few pay attention to the style of machine suitable to the condition of the roads of the country where it is to be used. A heavy, strong machine for level, hard roads, and a light semi-racer for hilly rough roads are often selected by unfortunate beginners. To the want of an accurate standard for the quality of roads is in part due the mistakes in the choice of mounts. Many a road called poor in New England would, in other sections of the country, be considered good. There can be no doubt that much of the unreadiness of the public to take up 'cycling in some sections is the want of fitness of the first machines bought for the roads. Rough and rutty roads compel a careful rider to place his saddle farther back than usual. Yet the proper position for the saddle is seldom discussed by wheelmen.

MEN show their nature in the care they take of their wheels. Some never

clean and seldom oil, others are always fussing over this speck of rust or that scratch. Some allow rust to accumulate, and paint and nickel to disappear, but keep every wearing part clean, adjusted and well oiled; others are forever rubbing the nickel or paint, or wiping the tire, while the bearings wear loose and become dirty. A machine will last the longer, be safer and more satisfactory if the bearings are cleaned and oiled at stated intervals, and all loose play taken up. Rust in certain parts tends to weaken the wheel. The spokes may rust off at the rim, the screws which hold the step to the backbone may be so corroded that a heavy blow may tear it from the backbone.

WE regret to see so able a paper as the *Scientific American* taking up the cry against bicycling started by Dr. Strahan in *The Lancet*. There are two sides to the question, and *The Lancet* has been obliged to admit that its correspondent over-stated the danger. In a recent issue it says: "There can be no manner of doubt that evil consequences may ensue from indiscretion in this as in other pursuits of business and pleasure. Nevertheless, we maintain that it is quite within the reach of mechanical skill to fashion an instrument that shall minimize the danger arising from the pressure on the urethra and the jolting of the body. Moreover, it behooves us to consider the collective gain of the many while discussing the misfortunes of the few; and we hold that were cycling, even with its present attendant disadvantages, to be altogether discontinued, the public would be robbed of a means of usefulness and enjoyment that it would be difficult to replace."

A VERY novel warfare is going on in England between two 'cycling publishers, the issue of which we await with no little curiosity. Some few months ago Iliffe and Sturmey established a London headquarters of their own, and dispensed with the services of Harry Etherington, who represented their business interests in the metropolis. Etherington at once associated himself with a well-known writer, and started a wheel paper, *Wheeling*, entirely different from any in the field, dispensing with long reports of race-meetings and tours, and cutting his matter up into

short paragraphs. Another feature of the new paper was the offering of money prizes for articles on current topics, paragraphs, etc. The success of the new paper was guaranteed from the first. And now comes Iliffe and Sturmey with a new paper built on the same lines exactly, and with a similar title, *Wheel Life*. Here is a declaration of war to the knife, with a vengeance. Our petty little newspaper quarrels on this side are nothing to this war across the water. We shall expect to see great battles, and the first one will be fought over the Christmas numbers, which the two houses are now giving their attention to.

Now that the festive season is full upon us, and 'cyclers are threading the mazes of the merry dance, it may be well to speak of the clause which generally finds place upon the invitations to the dancing parties, to the following effect: "Wheelmen will please appear in uniform." To dance with a man in an oil-stained or perspiration-soaked garment, can hardly be pleasant for the ladies who are in their best attire, and such garments would be equally objectionable at a dinner table. Could all 'cyclers afford to keep a 'cycler's dress suit for such occasions the idea might be a good one; but they can't, and the result of such invitations will be to bring to the ball-room the travel-stained garments worn on the wheel, which are as much out of place as would be a mechanic's apron or overalls.

A COMPANY of well dressed men in dress suits, the distinguishing characteristics of which would be the knee-breeches, would make a pleasing sight in a ball room, and the time is not far distant when we may expect to see it, but these suits would be as inappropriate for wheel use as is the present costume which gentlemen wear in society.

WE notice that the editor of the *League Gazette* speaks of the present inability of the League to own and publish its *Gazette*. The only inability which exists at present is the contract between the League and the Baird Brothers. The C. T. C. published its own *Gazette* when its membership was no larger than the League's.

INDEED, the days of long-winded articles seems to be somewhat limited, the

average reader preferring short paragraphs. — *Wheel*.

In the same issue our esteemed contemporary finds room for eight columns and a half from Karl Kron.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Interchangeability.

*Editor Bicycling World*: — I am very glad to notice that your correspondents admit that there are some virtues in the American interchangeable system. I wish that they had gone farther, and asserted that English workmanship is much inferior to American. It has been my experience that repairs on English wheels make large calls on the purse, for if a bolt or nut be lost a new one has to be made at great cost. I have lost several nuts from the machine I am now riding, and have supplied them in every instance at a very small cost. Had I been riding an English wheel I should have been forced to replace not only the nut that was lost, but the bolt that it was screwed to, for our tools will not cut the threads used in England. I rode an English tricycle a short time, and every time I took it to pieces, I had to mark the nuts and bolts, for no two were alike. I now ride an American machine, and I find that the nuts fit nicely, the bolts are the right size for the holes, and the minor workmanship is much better than the foreign. I. X. L.

### Saddles.

*Editor Bicycling World*: — Regarding the saddle question, which was discussed in your issue of last week, it occurs to me that 'cyclists would do well to borrow an idea from those who spend much of their time in the saddle, — the Mexicans. Their type of saddle is now in use in the army, and it seems to me that it gets over the difficulty which you refer to. An open top and padded sides is the general form of the saddle, and although such an one could not be made for the bicycle without adding much weight, the idea of lightness is not the only thing to be considered, though some of our wheelmen seem to think it is. LIEUT.

### Interchangeability.

*Editor Bicycling World*: — "O, I. C." expresses some sound truths in your last issue. I believe he but reiterates the sentiments expressed by you in an editorial some time ago, which, if I remember rightly, was headed "Individual Needs." There is no doubt, in my mind, that more attention should be paid to the wants of individual riders. The "average man"

principle is well enough for the makers, but is a bad one for the consumer. The discussion on the article in the *Lancet* shows forcibly how inadequate that which suits one is for another. The time is coming when the riders of America will demand what Englishmen can now obtain, machines built to order. VETERAN.

### A Boston Tournament.

*Editor Bicycling World*: — Your correspondent, "W. G. K.," suggests that the leading clubs of Boston promote a tournament in this city, which will be second to none in the country. That sounds very well, and possibly, with the right management, such a race-meeting could be made to pay; but will "W. G. K." tell the clubs of Boston where the track is, in this vicinity, which is suitable to the needs of a tournament which will compete with those of Springfield, Hartford, and New Haven. At any rate, one day is sufficient for any race meeting. CLUB MEMBER.

### Curiosity.

*Editor Bicycling World*: — Abraham, a dealer in cheap clothing, asked a friend if he thought a certain young man was honest. The friend replied: "I'll tell you how you can find out. Just before the train leaves, hand him a ten-dollar bill, and tell him to get it changed for you." Abraham regarded the friend with a look of doubtful distrust. The latter continued, "Then, you see, if he is honest, he will bring back the money, and if he is n't, you'll never see him again." Abraham, with blazing eyes and trembling hands, shrieked out, "Mein Gott, you must dink I'm eaten up mit curiosity."

A certain wheelman found out that a certain bicycle had a phenomenal capacity for throwing a man into the gutter and strewing him indiscriminately around the street every time it was ridden over a wet or muddy place. Thereupon, he writes one of his cherished friends something in this wise: "Have you tried the new 'street-mopper'? It's a splendid bi, guaranteed to sling any man eight yards from an orange peel, eleven yards from a banana skin, and with rain and a sharp corner, has been known to throw a man over the Bunker Hill monument. Have you ever fallen on ice? If so, you may realize how suddenly this wheel can fly from under a man. *He never can save himself*. Don't miss your chance; by all means go out the first rainy, muddy day, and try the 'street-mopper,' on a wet, high crowned road," etc.; and he only forgot to say, "You are a fast rider, and you'll get a better effect if you'll take the turn at about the gait you made your historical spurt in your great mile heat with Bluggins, at Springfield." Whereupon, I reply to this blood-thirsty wheelman, "Mein Gott, you must dink I am eaten up mit curiosity."

WASHINGTON.



## Tandem Tricycling

My "family steed" last Fall was a Cheylesmore Sociable, weighing one hundred and fifty pounds. Its width over all was five feet, and it was geared down to forty-one inches, having forty-eight inch drivers. Every "modern improvement," adjustable handles, vertical tread, clutch action on lady's side, etc., etc., combined to make this mount a very enjoyable one, and many pleasant strolls at six to eight miles an hour were taken on it over the good Macadams; but here, practically, its usefulness ended: on country roads it proved "slugging" work, and the fine cinder paths alongside were an unapproachable paradise to the broad gauge machine. Again, although balance-geared, it proved unsteady with one rider, and I found the pedalling terribly fast. So I disposed of it, and procured a ninety-pound Rucker, front steerer, with two speeds, thirty-six and fifty-two. This was a single, and proved very satisfactory during the winter months. Then the gear (Britain's) began to wear badly, so this machine went after the Sociable.

In the English 'cycling papers, I noticed a marked increase in the use of "Humber" type machine, and the satisfaction they appeared to give veteran tricyclers, although they had as well a number of violent opponents among the contributors of those publications.\* My next mount was therefore a 44-inch Humber, light roadster, geared to 53½, and weighing *actual* seventy-two pounds. This I found fast, comfortable, a better hill climber than any machine, bicycle or tricycle I had ever mounted before, and strong enough for the roughest work, my weight being one hundred and sixty pounds. I rode it nearly 1,200 miles during the past summer, and then replaced it with a Tandem of the same make, which I am now riding. This machine has 44-inch drivers, geared to 57½, and weighs complete ninety-eight pounds *actual*. The wheels are of the same build as my first Humber; three quarters inch rubbers, crescent rims, and sixty direct spokes. Upon them I often put a load of three hundred and forty pounds, in addition to the weight of machine, and run anywhere without detriment. With a heavy rider in front, the entire load is practically shifted to the drivers, as the Humber Tandem, unlike the "Club" is a three-wheeler only. We use it generally with a difference of thirty pounds in favor of the rear rider. I have ridden it in the past month something over three hundred miles, and enjoy it so much as a Tandem that I have never yet converted it to a single machine — an operation effected by removing four bolts. The double-front steering of the single Humber, the steadiest, easiest, and at the same time most sensitive of all methods, becomes in the Tandem twice as steady and easy. Its powers as a hill climber are increased to such an extent, that I find little difficulty in climbing our sharpest hills with a lady rider of ordinary

strength. The cinder paths now afford us some of our most delightful runs, and Mrs. Ixion and self think nothing of a spin into the country of twenty miles, turned off in two hours sharp. With a high gear, it is least fatiguing to ride at a good pace, the machine seems to swing along better, without catching on the centres. Although the appearance of a lady and gentleman on a Tandem may at first seem more odd than on the broad gauge machine, I have yet to find the lady tricycler, who after trying both, does not unhesitatingly pronounce in favor of the Tandem. We have four lady "Tandemons" in the club, and I fear they are all ruined for single tricycling, at least they say they are.

With respect to central gear for ladies, we use a well-guarded chain and gear-wheel, 5½ inch bicycle cranks, and Overman's square rubber ball pedals. Not a skirt has been caught or soiled, and our lady riders are very much pleased with the pedals; they find them most comfortable, and never lose them under any circumstances.

The Tandem is unquestionably the best machine extant for battling a strong head wind; this is evident from the fact that in it we have the power of two, with the exposed surface of one. In a road race, we passed with ease bicyclers and single tricyclers, while riding in the teeth of a strong northwest gale.

To sum up, I find this pattern of double, superior in every respect to the side-by-side sociable, save, perhaps, that of appearance, which most old riders would gladly sacrifice to gain speed, ease, and availability. For some unexplained reason, a tremendous prejudice appears to exist among the leading lights of the 'Cyclist's Touring Club against the Tandem tricycle. A gentleman, prominent in his connection with the club in this country, denounced them all round in conversation with me, while a member of my club visiting England last spring, and pinning faith to Mother Shipton's prophecies, now finds himself saddled with a non-convertible "bus," fitted with crypto gearing, 30 (!) and 48-inch, weighing at least one hundred and seventy pounds, and, of course, with a very limited sphere of usefulness.

IXION.

\* Mr. C. W. Nairn, in the 'Cyclist', 5 November, says: "When we have formed an erroneous view on any point, and discover our error, our first object is to rectify it and honestly cry *pecore*. The only opportunity we have had of trying the Humber tricycle has been through the kindness of friends, and the result of such brief rides has been to fix on our minds an idea that its steering is somewhat erratic. This being so we presumed that the Humber Tandem was in the same category; but the sharer of our stable, the wily and wiry Lurette, having invested in a machine of this description last week, and trundled it alone to Brighton, we joined him there last Saturday evening, and rode by moonlight to Shoreham, where, after reposing on the spacious 18-ton yacht of Mr. Baden Powell for the night, we rode up to London *via* Bramber, Horsham, Ewhurst, Shere, Newland's Corner, Ripley, and Kingston Hill. Being thirteen stone to Lurette's ten, it was a necessity that we should steer, and what we now desire to say is, that the easy steering of the Tandem and its powers of descending hills safely are such as to render it available for use by those whose knowledge of the Humber single tricycle is practically nil."

## St. Louis Ramblers.

THE Ramblers' Bicycle Club are now fully installed in their new club house, though the interior is not quite completed. The house, which was remodelled for them by Mr. D. K. Ferguson, the owner, resembles in style of architecture and appearance the building of the Citizens' Bicycle Club of New York. The lower floor will be fitted up as a gymnasium, with gloves, pulleys, clubs, foils, etc., in order to enable the men to keep in good condition during the winter months. The second story, consisting of parlors and reading-room, has been furnished for social purposes. In the reading room will be kept the 'cycling and daily papers, and the best periodicals and weeklies. Altogether, the new quarters are likely to prove a very attractive resort for the members. Every Wednesday evening will be set apart as a social evening, on which the members of the club will receive their friends and visitors from other clubs. Last Wednesday evening was the first of these, and the house proved an attraction for a number of visitors.

The club is composed mostly of young men in active business, who seek the wheel as a means of rest and recreation, devoting to it the moonlight evenings and pleasant Sundays. The club has established a strong reputation throughout the country for riding ability, and the exploits of its members are numerous. Of the three wheelmen who made the first descent of Mount Washington this summer, two belong to this club, and on the same tour one of them climbed Corey Hill. The only three men who have climbed the local "Corey Hill" at Manchester, are also Ramblers, and all the road and long-distance records of the state are held in the club. Their representative at Kansas City carried off the honors of the tournament, winning every race in which he competed, and taking four firsts, among them the one and the five-mile state championships.

## Manchester, N. H.

At the hill-climbing contest of the Manchester Bicycle Club, which was held Saturday, 15 November, Lieutenant Moses Sheriff made the fastest time, and was awarded the prize, a silver medal, presented to the club by Mr. C. H. Wilkins.

The hill selected for this contest is known as the Park-Street Hill, and is one of the steepest out of the city.

The distance was one quarter mile, which Lieutenant Sheriff covered in 1m. 25s. Out of the six starting in the race but two finished, owing partially to the condition of the hill, which in some places was quite sandy.

The club is to have a run Thanksgiving day, and an annual moonlight run, followed by a supper, the next evening, weather permitting. CAPT.

## THE RUDGE SAFETY,

MANUFACTURED BY

D. RUDGE &amp; CO., Coventry, Eng.

(THE OLDEST AND LARGEST CYCLE MANUFACTURERS IN THE WORLD.)



Having been long pressed by our numerous customers, and in order to meet the growing demand for such a Machine, we have brought out the above "SAFETY" Bicycle, which, for lightness and strength, combined with High-class Workmanship, has no rival in the market. "The Rudge Safety" is, as its name implies, a bicycle combining the safety of a tricycle with the speed and ease of a bicycle. It is, in fact, a miniature Rudge with a hollow square bar extending from each side of the axle of the driving wheel down in a direct line with the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a crank, having from five to six and one half inches throw. The front wheel is fitted with a hollow rim, seven-eighths inch tire, and direct spokes. The hub is gun metal, and the flanges are 3 inches in diameter: the distance between the inner side of the flanges is 3 inches. The flanges are extended out three quarters of an inch on each side of the wheel, and have a row of teeth, nine in number, extending around them, the power being transmitted from the larger gear wheel, before mentioned, to the hub of the driving wheel by means of a Morgan patent endless chain, which, from its peculiar construction, allows more freedom and ease of motion with much less friction, than any other kind. It has Rudge's ball bearings to all frictional parts, including pedals, the front wheel bearing being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, backbone, spring, rear fork, etc., do not differ materially from the ordinary Rudge light roadster's. The rear wheel is 16 inches in diameter, fitted with a three-quarters inch hollow rim, three quarters round tire and direct spokes, as well as with the Rudge ball bearings. The rake is about the same as the light roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The steering differs in no way from the ordinary bicycle, and is not "sensitive," as is the case when the forks are carried back of the centre of the wheel, instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel. The weight of the machine complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches. It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill climbing and racing.

A 36-in. RUDGE "Safety" can be used by a rider of a 50-in. to 53-in. Bicycle.  
 A 36-in. " " " " " 53-in. to 56-in. " "  
 A 40-in. " " " " " 57-in. to 60-in. " "  
 Our Standard Patterns are geared a 36-in. Machine to 56-in.  
 " " " " 38-in. " 58-in.  
 " " " " 40-in. " 60-in.

Price, Enamelled and Nickelled, fitted with Hollow Rims and Ball Pedals, \$140.

SOLE AGENTS FOR THE UNITED STATES,

STODDARD, LOVERING & CO.,  
BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED BEFORE ORDERING.

RELIABLE AGENTS WANTED EVERYWHERE.



## LATEST!!

ONE HUNDRED MILE RECORD WON BY THE

## ROYAL MAIL.

S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

## ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2-5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. 13 of the 21 races at Boston Tournament won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3, 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.



WILLIAM READ &amp; SONS - - - 107 WASHINGTON STREET, BOSTON.

BALLS ALL OVER.  
THE SANSPAREIL ROADSTER.Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

THE SANSPAREIL LIGHT ROADSTER,

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

THE AMERICAN ROADSTER,

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

S. T. CLARK &amp; CO., Importers, BALTIMORE, Md.

## The Starley Memorial.

A MEMORIAL was unveiled at Coventry, England, on Saturday, 8 November, in memory of the late James Starley, the father of the cycle industry. Fourteen or fifteen years ago, while in the employ of a machinist company at Coventry, Mr. Starley conceived and carried out a large number of important improvements in the old-fashioned wooden machines of that day, the inventions which he introduced being mainly instrumental in developing 'cycling, which has now become a world-wide pursuit, in establishing a great industry, which finds employment for thousands of workmen in Coventry and other towns. The work of obtaining subscriptions and erecting the memorial has been carried out by a committee of working men engaged in the trade, and contributions to the fund have been received from all parts of England. The memorial stands twenty feet in height, and is a beautiful work of art. On the front of the pedestal is a medallion portrait of Mr. Starley, and on the sides are illustrations of the inventions which he introduced, the whole being surmounted by a figure of "Fame," executed in marble. The ceremony of unveiling the memorial was performed by the mayor, in the presence of some eight thousand spectators. In the evening a commemorative dinner was held.

## Purple vs. Greenfield.

THIS was an action of tort to recover for personal injuries sustained by reason of a defect in the highway, consisting of an opening in front of a cellar window. Just previous to the accident, the plaintiff was standing in conversation with a friend, and noticing a velocipede approaching stepped back and made room for it, and fell into the hole and sustained injuries for which this action was brought. The defendant, among other things, asked the Court to rule that the use of the sidewalk by the person on the velocipede was unlawful and negligent, and if such use caused the plaintiff to step into the hole, and thus sustain the injury, the defendant town was not liable. The judge declined so to rule, and the defendants alleged exceptions, but Judge Holmes of the Supreme Court, has sent down a rescript, in which he says: "We cannot lay it down as a universal proposition that any and every use of any kind of velocipede upon the sidewalk is unlawful."

## CURRENTE CALAMO

How they Brought the Good News from Surrey to Kent.

I SPRANG to the saddle, and off like the wind Rode I and Fred Willing, with Peter behind; Club, Matchless, and Challenge, all plated and bright, Shone out in the moonlight, our pluck to excite; Behind we leave Guildford, its lights disappear As into the midnight we ride without fear.

And now shall I tell you the cause of our ride?  
A dear friend of mine had planned suicide.  
He was falsely accused of committing a theft;  
And he pictured himself of his honor bereft —  
Which thought was too dreadful for honest Tom Moore;  
So he'd planned self-destruction next morning at four.  
He had written to me in the hour of his need,  
And had bid me farewell ere he did the dark deed.  
I had found out the thief, and Tom's character cleared;  
Yet too late was the news (at least so I feared);  
But my brother, myself, and an old college chum,  
Agreed to ride over — and that's how 't was done.  
We kept well together, and spoke not a word,  
Till Dorking's church chime on the night breeze we heard;  
Then I slipped from my saddle, and "oiled up" my steel,  
And lengthened each treadle to gain still more speed,  
Placed forward the saddle, then mounted and sped  
On the "wings of the wind" after Peter and Fred.  
By Croydon, Fred groaned, and cried, "Alfred, stay!  
stay!  
I cannot go further, my strength's giving way!"  
But e'er I could speak he was far in the rear,  
And faint in the distance his bell we could hear;  
But we could not dismount, for lost moments would tell,  
And add up in the end to ring Tom's death knell.

So onward sped Peter, and onward sped I,  
And past us the hedges and trees seemed to fly.  
Spreading forth from the east came the gray streak of dawn,  
And we heard a church chime on the morning breeze borne;  
Then a tower was discerned in the dim morning light,  
And "quicker," cried Peter, "for Maidstone's in sight!"  
"Hurrah! we're in time!" and scarcely he'd spoken,  
When his wheel struck a stone, and his Matchless lay broken;  
So I was left riding without any mate  
To cheer me and help to save Tom from his fate.  
A few moments later I stood at his door,  
And the time by the clock was three minutes to four!  
I dashed into the house, and shouted, "Good news!  
You are innocent, Tom; there are none to accuse;  
The thief has been found, so pray stay your hand —"  
Then my brain gave a whirl, and my heart seemed to stand;  
A noise in my ears, and a pain in my head;  
And I find myself — where? why, in my own bed.

G. A. B. — In Xmas 'Cyclist.

## THANKSGIVING.

LET us all be thankful.

FOR the pleasant days long ago sunk into the past filled with memories of joyful rides and pleasant companionship.

Do we hear a kicker say, "There has been a deal of rain"? Turn him out, and tell him to be thankful that it's been no worse.

WE remember only the pleasant days, the good roads, and the cooling breezes. For these we are thankful, and to these do we devote thee, O glorious Turkey and Cranberry Sauce!

WE are thankful for a large subscription list and a heavy advertising patronage. With these in our mind, we shall indeed enjoy Thanksgiving.

FOR hosts of friends with willing hands to help, and glad voices to cheer us, we are thankful.

And so, God bless us every one, and may we all, reader, find cause to be truly grateful on this Thanksgiving Day!

"BICYCLE CORNER" will soon pass out of existence, and those who have made it famous will hie away to other fields. Their friends will follow.

THE New York Park Commissioners have opened the Riverside Drive to wheelmen, and have given them the privilege to ride in Central Park, west side to 72d street. Riders must go in single file, and permits must be obtained. For this concession wheelmen are indebted to the Citizens' Club.

A. H. OVERMAN has returned from England, and H. D. Corey is expected in a day or two.

J. A. CROSS, C. T. C. Consul for Rhode Island, was married, 12 November, to Miss Grace L. Reed.

MR. ROBERT TODD wires the *Cyclist*, at the moment of going to press: "Referring to the article in the *BICYCLING WORLD*, at the time 'Doodle' Robinson gave my name in America, as his reference, I had never, to my knowledge, seen, spoken, or written to him. He had no shadow of authority for thus using my name, and admits this. Will write further next week."

BAYLISS, THOMAS & Co, makers of the Harvard, have got out a two-track tricycle, similar to the Royal Mail, and the Coventry Machinist Company announce a Kangaroo for next season.

THOSE who desire to get a copy of *Wheeling's* Christmas number, will do well to get their orders in early. We shall have a limited supply. Sent by mail for fifty cents.

THE Duryea Saddle patents just granted for Great Britain, are offered for sale by the New York Toy Company, who have made a decided success of the Duryea in this country.

THE new move of the "pioneer house" is in keeping with the pluck and enterprise which they have evinced since the time when they first brought the bicycle into this country, and laid the foundation for an industry which has now developed into national importance. With "the largest factory, offices, and sales-rooms, under one roof" in the United States, they are now in a better position than ever before to do good service in "the cause," and their friends everywhere should, and doubtless will, unite in wishing The Cunningham Company continued and increased success, and in helping them to secure it.

PHILIP BUCHOLTZ, of Springfield, Mass., has a good picture of Sellers, Hendee, Illston, and Hamilton. It is apparently taken instantaneously, as the men are on the mark at New Haven, and ready for the pistol, and serves as an excellent argument of the fact that bicycle



races are started by the report of the pistol and not the flash. In every case the contestants heads and those of the pusher-off are cast downward upon their mark and not looking for the pistol. — *Wheel.*

MR. FRANK L. DRULLARD ("Skinney"), of Buffalo, has taken up his abode in Montana, and henceforth his tuneful voice will be lifted up among the cowboys of that region. Wheelmen will miss him from their ranks, for he was wont to be about whenever there was a gathering or a tour. We wish him all success in his new home.

THE Western Union Telegraph Office at Washington, D. C., is utilizing the bicycle in the delivery of messages very successfully. It has four bicycles which the messenger boys keep in motion all day and night. A messenger on one of these machines goes from the office of the telegraph company, opposite the treasury, to the boundary of the city, perhaps a mile and a half away, and back, inside a dozen minutes.

CHARLES B. KEEFER, aged six years and seven months, residing at Washington, D. C., is probably the youngest amateur bicyclist in the United States, performing various feats on the wheel with the utmost confidence, and coasting long hills with feet over handle bars.

WHAT is the difference between a bicycle rider, who is just bounced off his machine, and ploughs up the earth with his nose, and young man who invites the person who makes his clothes to accompany him on an excursion? Answer: One takes a header, and the other takes a tailor!

ANOTHER bold wheelman, George P. Bastian, of Brentwood, Cal., proposes to ride his bicycle across the country, through California, Oregon, Idaho, Wyoming, and so on to New York, and thence by way of New Orleans, Texas and Mexico.

THERE is a tricycle club in Washington, D. C., composed of ladies and gentlemen, and no one can join without first owning a tricycle. Bicycle riders are not wanted. The lady members are: Mrs. F. Doubleday, Sociable; Mrs. Nellie Schneider, tricycle; Mrs. Kitty Hunter, tricycle; Mrs. A. E. Smith, tricycle; Mrs. General Brown, tandem; Mrs. S. J. Haislett, tricycle; Mrs. A. B. Frye, tricycle; Mrs. S. W. Willard, tricycle; Mrs. Kate Scribner, tricycle; Miss J. Fitch, tricycle; Miss Ronie Elun, tricycle; Mrs. Parsons, tricycle; Mrs. E. R. Drew, tricycle. There are twenty-seven gentlemen in the club, and all ride tricycles.

MR. F. T. SIVRET has returned to Boston. He will be remembered as an enthusiastic and popular wheelman in Boston several years ago. He has been in search of fortune in the great West.

DR. B. W. RICHARDSON has been talking to the Tricycle Union, and has urged

them to adopt higher aims in 'cycling. The doctor's scheme is to form a Society of British 'Cyclists, or more properly a society of British scientific 'cyclists, the main objects of which would be the following out of science, with the assistance of the wheel, the bicycle and tricycle being brought into play.

H. C. FINKLER, who has just finished his long-distance ride in California, always rides and recommends the Duryea saddle.

THE big four, Hendee, Prince, Sellers, and Howell, use the Duryea saddle.

### RACING NEWS

NEW YORK, 22 November. — Seventh Regiment Games. — One-mile bicycle race, A. B. Rich (1), 3.12½s. Three-mile bicycle race, A. B. Rich (1), 10.52½s.

DENVER, 2 November. The O'Leary v. Jones race at the Exposition Race Track, Sunday, 2 November, drew a very large and appreciative audience. The first event was a five-mile amateur bicycle race for two valuable silver cups; first and second prizes. Mr. H. G. Kennedy and F. E. Kimball entered. Mr. Kennedy was declared the winner; time, 20.15. Mr. Kimball 2d, 20.15½. It was very close to the finish. Mr. A. S. Jones, the bicyclist, then attempted to ride ten miles against Mr. Daniel O'Leary, who was to walk 3¾ miles, heel and toe. Mr. O'Leary completed his 3¼ miles in 38.27, at which time Mr. Jones had ¾ of a mile yet to make. Next was a two mile handicap, which was by Mr. Petrie, Mr. Kennedy and Mr. Kimball. Mr. Petrie dropped out before the race was finished; the other two riders kept up a very good gait till the last. Mr. Kennedy won in 7.57; Mr. Kimball, 7.57½.

THE Bay City Wheelmen, of San Francisco, Cal., will hold a bicycle tournament at the Mechanics' Pavilion on the evening of 10 January. Entries will be received by Ed Mohrig, at 852 Market street. The following programme has been prepared: Maiden race, scratch, open; one mile race, nearest to 3.50, open; five-mile scratch race, open; ten-mile handicap race, open; one-mile grasshopper race, open; one-mile skating race, open; drilling and fancy riding.

### WHEEL CLUB DOINGS

THE Leominster Club has three rooms fitted up, in Allen's block, as wheel, card, reading, and billiard rooms, and all visiting wheelmen will be made welcome.

THE Massillon (O.) Bicycle Club entertained the Cleveland Club at Massillon, 13 November, on the occasion of their annual dinner. A run of eight miles to Myers' Lake, and a fine dinner there, entertainment at the house of Dr. Royer, a visit to the skating rink, followed by a sumptuous banquet at the Park Hotel, made the occasion one of unalloyed enjoyment.

THE Kings County Wheelmen, of Brooklyn, N. Y., having entirely outgrown their present quarters, have decided to erect a substantial club-house. The site selected is a little nearer the fountain than the club's present rooms. Upon this it is proposed to erect a two-story brick building. Upon the ground floor will be a large billiard parlor, beside the wheel-room, bath, lockers, repair-shop, etc. Upstairs will be a room 60x40, which will be used as a riding room in winter, and may probably be rented for occasional use by approved parties until the building is entirely paid for. Then it is intended to fit up a handsome gymnasium. It is expected to spend about ten thousand dollars, which will be raised by a mortgage, and by subscriptions already nearly sufficient to justify breaking ground. The limit at which the initiation fee will be doubled is almost reached. Applications for membership from thirty desirable gentlemen, conditioned upon the location of the new club-house outside the Eastern District of Brooklyn, were not entertained, solely for that reason. The club is planning receptions, a fair, and a race meeting, which judging from the past, will be prominent events in the winter amusements of that section in Brooklyn. It may be inferred that the club is prosperous and flourishing.

THE annual meeting of the Worcester Æolus Wheelmen was held at headquarters Tuesday evening, 18 November, at which the following were chosen as officers for the coming year: President, F. W. Blacker; secretary and treasurer, Lincoln Holland; captain, E. F. Tolman, 1st lieutenant, W. W. Hobbs; 2d lieutenant, J. C. Spiers; buglers, G. H. Booker and G. W. Peel; club committee, E. F. Bisco and H. P. Murray. After the meeting the club adjourned to the Lincoln House, where they were served the annual dinner in landlord Tower's excellent style.

THE Boston Bicycle Club entertained its members and their lady friends at its club-house last Friday evening. The attendance was very large, and the company present was pleasantly entertained with vocal and instrumental music. A collation was served in the billiard room.

THURSDAY evening of last week, a dozen members of the Providence Bicycle Club partook of an oyster supper. Vice-President Boyd presided in the absence of President Carpenter, who was unable to be present until later in the evening. Speeches and stories beguiled the time very pleasantly.

THE Citizens' Club will give a house warming to the neighboring clubs and their friends at their new clubhouse, 313 West 58th street, on Wednesday evening, 3 December. The programme consists of a varied musical entertainment by the club members, humorous selec-

tions by Mr. Robert J. Burdette, a brief lecture by Mr. Thomas Stevens, who recently rode from San Francisco to Boston on his bicycle, and amateur sparring. The arrangements are in the hands of a competent committee, and it promises to be the most successful affair ever given in bicycling circles. A well known caterer has been engaged to supply the wants of the inner man, and already the cards of admission are eagerly sought for.

### Maryland's New Club House.

ON Thanksgiving day the Maryland Bicycle Club were to lay the corner-stone of its new club house, corner of Reservoir street and Mt. Royal avenue, opposite Mt. Royal reservoir. The building will cost \$12,000, which has been raised. It will be twenty-four feet by eighty, three stories high, with a mansard roof and a deep basement. It will be built of brick, with bluestone facings, and will be finished inside in hard woods. In the basement will be a bowling alley; on the first floor will be the reception, drawing, and committee rooms, separated from each other by portières and warmed by open grates. The second floor will be occupied by a room for billiard and pool tables, lavatories, bathrooms, etc., and in the third story will be a gymnasium—which is expected to be made the best in the city,—kitchen, janitor's room, and sleeping apartments. The club, with Mr. Samuel T. Clark, president, has been very successful and now numbers one hundred and fifteen members. Besides the lot of land on which the house will stand, the club owns a plot of ground 78 feet on Mt. Royal avenue and 85 feet on Reservoir street. Mr. Frank E. Davis is the architect of the clubhouse, and Mr. C. H. Smyser, the builder. The programme for Thanksgiving day was as follows: At 9 A. M. the club will start from their old clubhouse, and parade down Boundary avenue to Charles street avenue, to Madison avenue, to Dolphin street, to Eutaw place, to Druid Hill park, around the lake and to the new building by Mt. Royal avenue. At 10 o'clock the ceremony of laying the corner-stone will take place in the presence of the club and invited guests, among whom will be Mayor Latrobe.

### 'CYCLISTS' TOURING CLUB

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New Jersey.—Dr. G. F. Marsden, Red Bank.  
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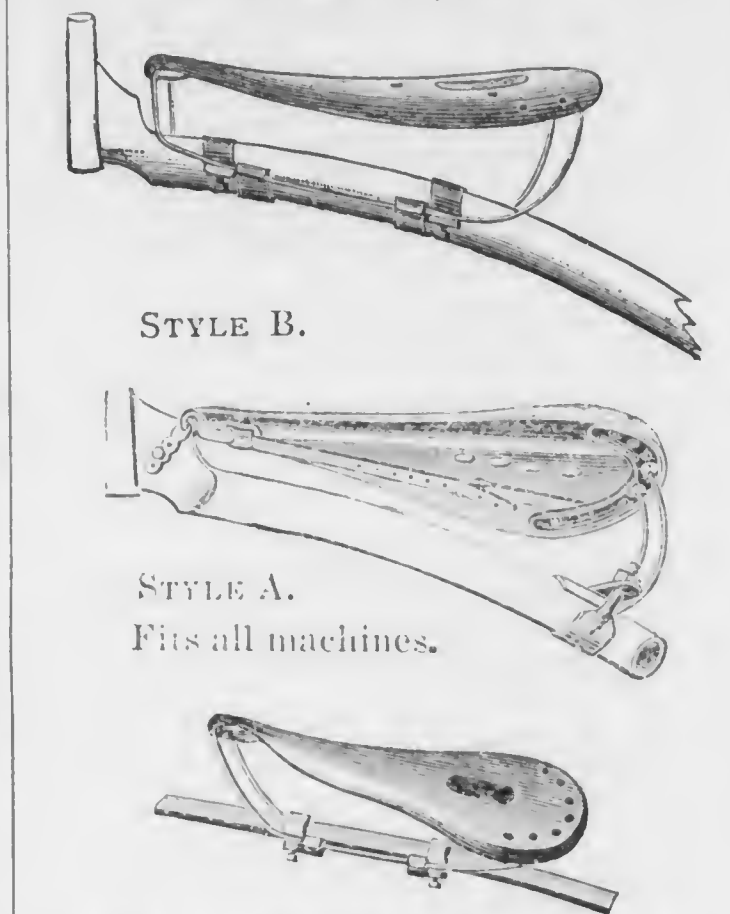
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APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): B. F. Wade, 392 Washington Boulevard, Chicago, Ill.; R. W. Piper, 62 Centre avenue, Chicago, Ill.

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F. L. Drullard, Buffalo.....5.00

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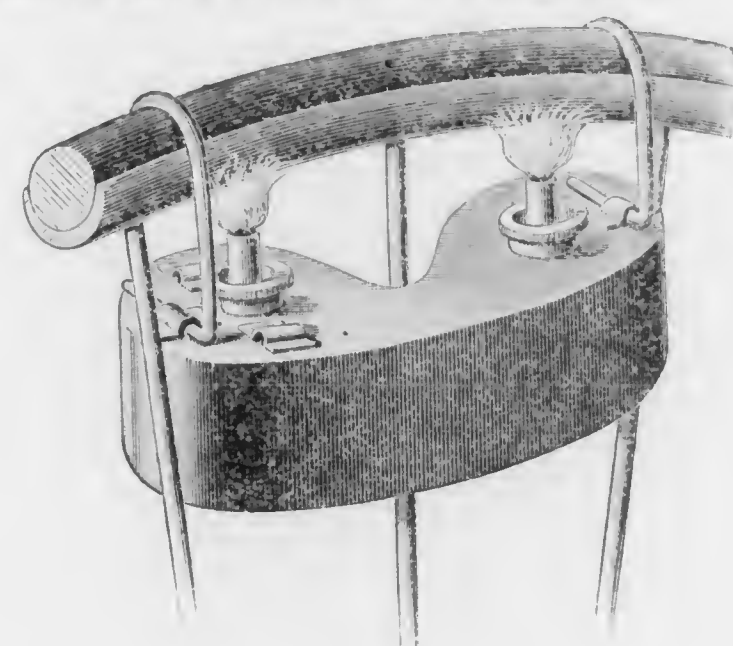
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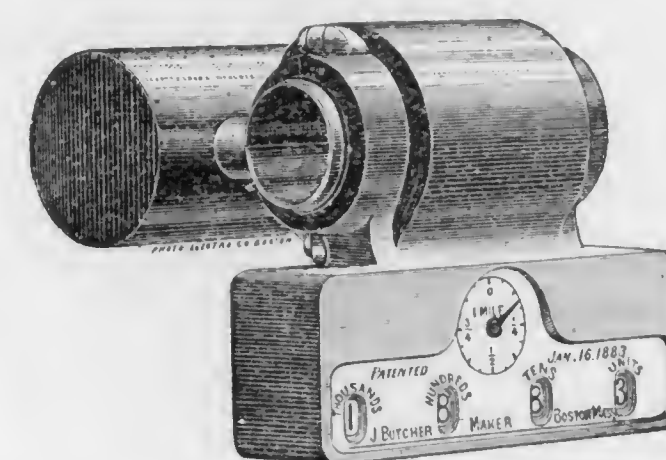
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In ordering, mention size and make of wheel. Price, \$10.00. Send P. O. Money Order or N. Y. Bank Draft, payable to the

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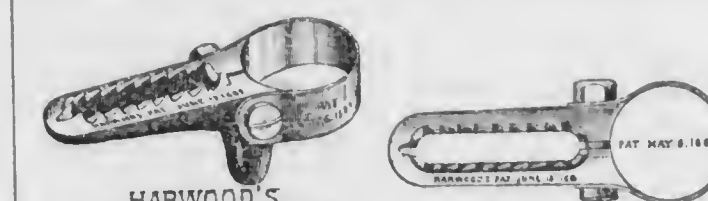
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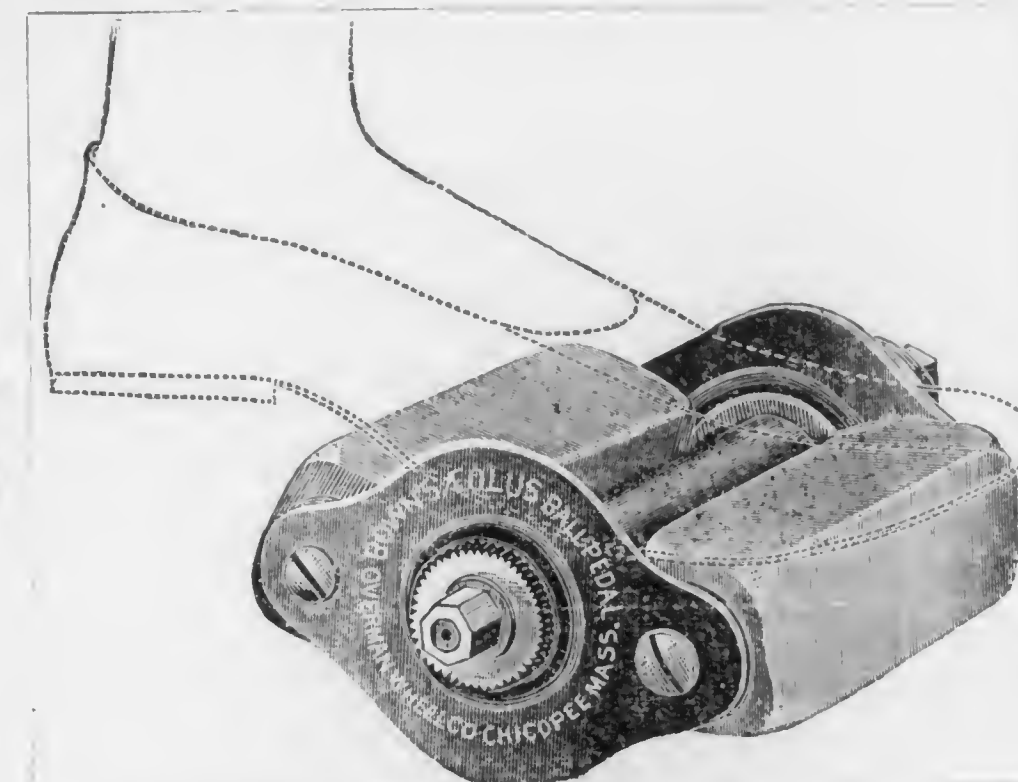
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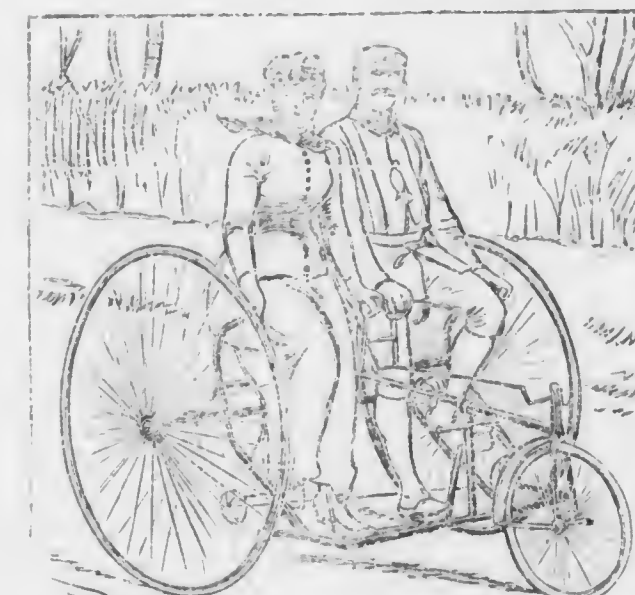
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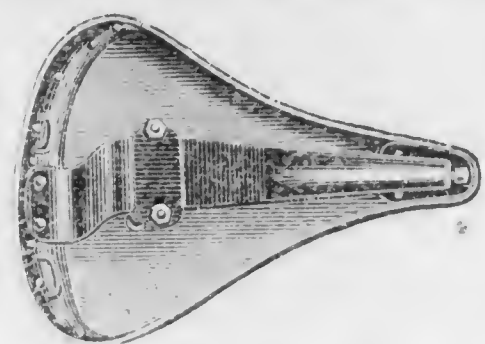
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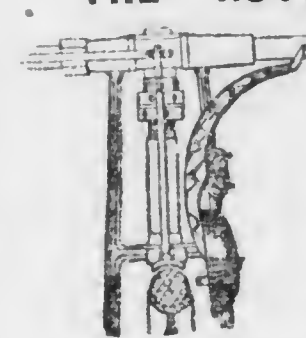
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[ESTABLISHED 1879.]

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THE BICYCLING WORLD, of Boston, edited by J. S. Dean, is by all odds the best special sporting paper published. Since it ceased to be the official organ of the American League, it has improved in every respect. It is able now to point out faults in the League's constitution and to criticize its workings.—something it was unable to do satisfactorily while representing the League. As an authority upon wheel matters and as a wheel newspaper, it has no equal on this side of the Atlantic at any rate. It was through it that the League appointed an official handicapper; and many other needed changes in that institution are due to its unflinching exertions to extend the cause of wheeling both as a recreation or a sport. The WORLD is a handsome sixteen-page weekly, neatly printed, and a perfect epitome of American, Canadian, and foreign 'cycling events.

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Under its new management, the BICYCLING WORLD will undoubtedly continue to occupy the proud position it has always held as the leading 'cycling journal of America.

From a leading 'Cyclist.

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The WORLD has thus far been of more actual value than any other paper, so far as business is traceable.

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Wheelmen about here swear by the WORLD, and take no other.

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The WORLD is doing a good work for wheelmen in publishing so many practical articles and hints to 'cyclists. Keep it up.

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\$2.00 per annum. \$1.00 for six months.

And we will send it three months for sixty cents.

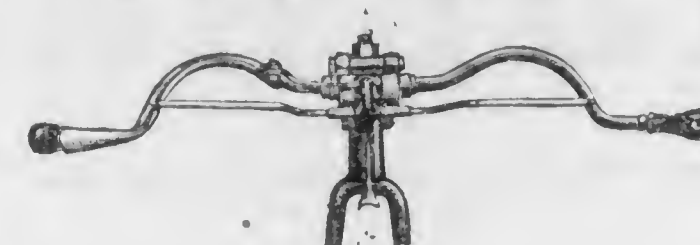
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We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

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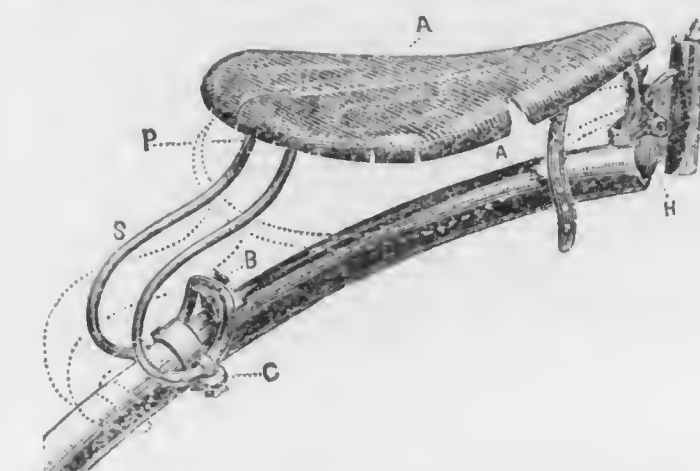
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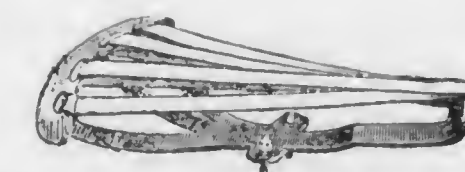
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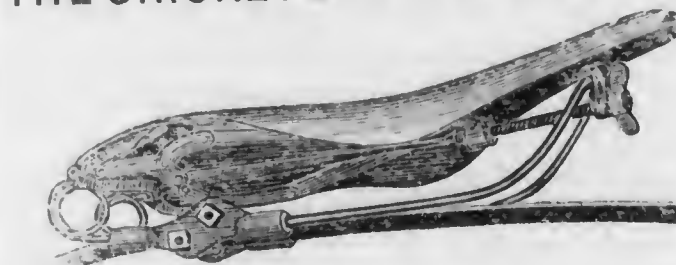


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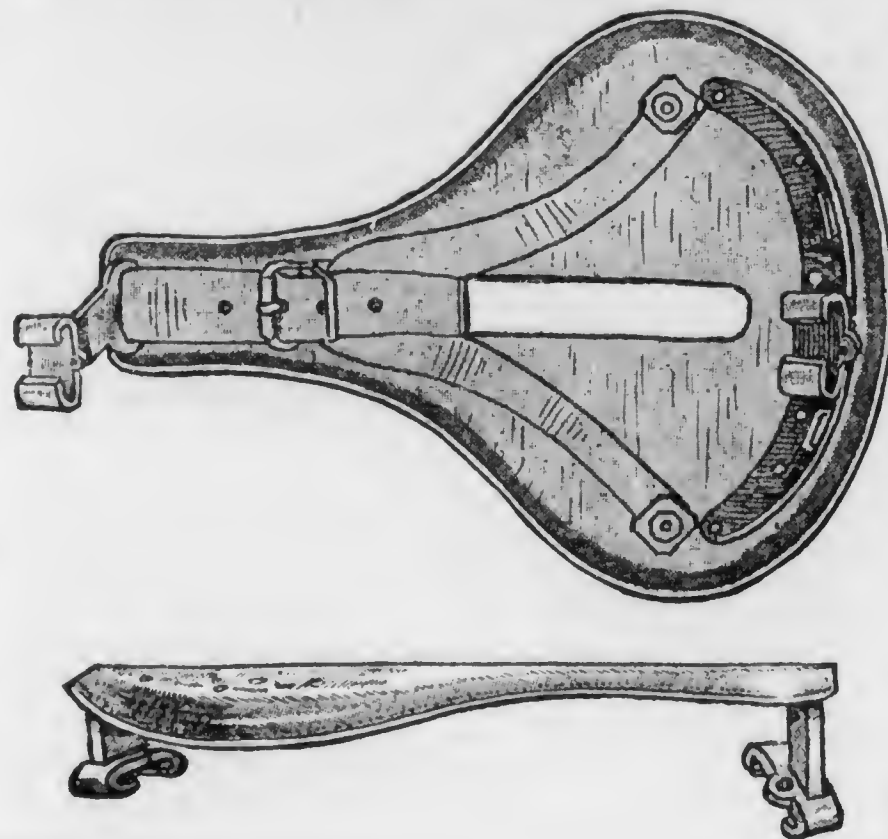
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J. S. DEAN.....EDITOR  
ABBOT BASSETT.....MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

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BOSTON, 5 DECEMBER, 1884.

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### THE FUN OF THE THING.

If we should start a discussion upon the best method of getting pleasure out of our wheels, there would probably be as many opinions as there were disputants. We are not all made alike, and what is one man's meat may be another's poison. Some are not satisfied unless they are training or racing upon the cinder path,

others extract the most delight from touring, while others do neither the one nor the other, but content themselves with easy runs about home. All these methods of enjoyment have their especial attractions, which draw upon men as they are severally constituted, but we think it will be generally admitted that touring is the most successful means of obtaining the most pleasure out of the wheel, where time and opportunity will allow. By touring we do not mean simply rushing about from place to place, making certain distances within a given time, as few but the physically strong can, or wish to, perform such feats; but touring for pleasure, as we believe most tourists do, will be found, when once tried, to be most enjoyable. We dislike, above all things, this eternal talk about pace, and many of our clubmen are guilty of what it seems to us is a discourtesy to guests in trying to run them "off their legs." Let a New York man go to Washington, and he will be received with open arms by the wheelmen of that place. They will meet him as gentlemen, and treat him as such, but it he should accept an invitation to ride with them, they would try to "break him up," and every pleasure of the ride will be sacrificed to this one idea. We say New York and Washington for convenience, only. The rule holds good all over the country. Now there may be a good deal of fun to be got from this sort of exercise, but we have never been able to discover it. The true gentleman consults the best interests, the convenience and the comfort of his guest at all times, and the duty of guest to host is the same. Do wheelmen follow this rule when they go into the breaking-up business? Two of the leading clubs in America are wont to fraternize, and to exchange visits. On such occasions the friendly runs are little more than breaking-up matches between the two. The Chicago tourists came to Boston with the boast that they had run away from every escort that had come out to meet them on the tour. They tried the little game on the Massachusetts Club, and got decidedly left. Think of it for a moment. A club of wheelmen are about to receive as guests a visiting body of riders. They go out to meet them, to extend the courtesies of the town, and their guests, after accepting escort, run away from them. And yet many wheelmen find in this the height of all pleasure. One strong rider in a city not far from Boston has the reputation of

entertaining his visitors by leading them in runs over ploughed fields. This cry for pace is taking all the real fun out of the wheel. He who gets the most pleasure rides just as fast as is comfortable, and no faster; not with nose on the wheel and eyes only on the road in front of him, but with a sense of his freedom, of his being amongst the beauties of nature and the arts of man. Should aught attract his notice, let him not pass it by for fear of "losing time," but if he does so desire, let him stop to examine, admire, and enjoy to his heart's content. In other words, let the passage of time be forgotten. If this be done by a rider of ordinary observation, and with ordinary appreciation of the natural beauties of meadow, hillside and brook, he can spend such days upon the wheel as will not be forgotten in a lifetime. The simple passage from town to town, or from village to village will form but very minor points in the day's proceedings, whilst every bank and bush will display some beauty worthy of observation and remembrance in time to come. Even hills will have their charms, and a walk up of a couple of miles to reach the summit of a range, which may happen to cross the line of march, will be hailed with as much delight as the run down on the other side will be enjoyed. It will no longer be felt a something irksome and an impediment to the line of march, if the flight of time be eradicated from the rider's thoughts, but every yard of its ascent will be replete with new beauties; new plants will be met and fresh scenery will unfold itself, and at each bend and turn the beauties of the rapidly extending landscape will be more and more apparent.

We print, in another column, a very absurd article from *Wheel Life*, entitled "American Records." It tries to throw discredit on American timing, and intimates that the starting was poorly done in the cases where American records are ahead of the English. Now, if we are ahead of England in anything, it is in our system of timing and record keeping; for, while our rules are rigid and the riders are kept to them, the same cannot be said of our brothers across the water. To say that any of those who hold the records started before the pistol was fired, or that the starter stepped over the line, is the height of absurdity. Had this occurred, there would have been no record. We publish the article as a *comique*, and we



hope our readers will extract as much fun from it as we have.

A COUPLE of years or so ago we raised a question on the law of guaranty, which caused our esteemed New York contemporary to refer to us as a just graduated lawyer, and to remark "that one such can ask more questions than ten wise men can answer." We were not such fools as the squib implied, and the question is now answered in the case of

COOKE v. LAWSON,

which was an action brought to recover the sum of £22, which plaintiff had paid defendant for a "Rudge" convertible. The defendant had advertised the machine as in "perfect condition," and he so warranted it on the invoice; but the machine turned out to be a very defective one, and it was returned by the plaintiff. The judge reserved judgment until the 10th inst., when he stated that although his mind was fully made up last week as to which side to give the verdict, yet, as the case involved deliberate and wilful perjury, he preferred to postpone his judgment, and he had gone carefully and seriously over the evidence, and now gave the verdict as he would have done before—namely, for the plaintiff.

The answerer of this question was the judge of the Clerkenwell County (England) Court.

THE Coventry Machinists Company is feeling very happy over the prospects of Webb's John O'Groat's "record," and Sutton's Edinboro' trip being thrown to the four winds. If such be the result of the investigation of these alleged records, the Imperial Club will once more prance to the fore as the holder of some genuine records.

ON the matter of records, the *Tricycle* says: "One thing is evident,—post-card records must no longer be accepted. A memorandum book, signed by publicans, policemen, and other people encountered at the various points on a journey, is vastly more reliable than any quantity of post-cards; and in future, wherever the records are broken, public suspicion will always be aroused, unless proof is produced beyond doubt. Perhaps a satisfactory means of inspiring confidence would be for the record-breaker to make a statutory declaration to the truthfulness of his statement as to

having performed the journey in the manner and time alleged." After all, a little honesty would n't be a bad sort of a thing. Men that can make a prevaricator of the general post office will not hesitate to make "publicans and policemen" *particeps criminis*.

A CORRESPONDENT in one of our esteemed contemporaries dilates with unction on the virtues and beauties of the Otto elastic spokes. He says the sensation of riding a machine fitted with these crinkled wires is quite a new one. It gives one the feeling not only of having rubber tires under him "but also of riding on an india-rubber road." We fancy it might be very pleasant to ride on an india-rubber road if some one else did the work of propulsion.

#### CORRESPONDENCE

*(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)*

##### A Boston Tournament.

*Editor Bicycling World:*—I find in the Boston *Herald* the following squib which is evidently aimed at me:—

"If Springfield, with one club and its 35,000 inhabitants, can arrange the grandest bicycle track in the world and the best races, should not a Boston wheelman, and a club member at that, be ashamed to inquire where Boston can find a track suitable for a tournament which can compete with those of other cities? The fact is, that there is not the requisite push and go-ahead spirit in the Hub."

I have not usually found it necessary to feel ashamed of myself, and though I would like to tickle the vanity of the "bicycle editor of the Boston *Herald*,"—high sounding title that,—by hiding my head and bowing to his superior wisdom, I do not feel the necessity of doing so. The implication of the above clipping is, I suppose, that Boston ought to build a track which will be equal to that of Springfield. If the writer of the above squib was as smart as he would have people believe, he would know that the conditions which make the tournaments of Springfield a success do not exist in this city. There is no place near the centre of the city where a track could be built without the expenditure of such a large amount of money as to preclude its possible financial success. It has been shown pretty conclusively that the public will not go to Beacon Park to see bicycle races. This carping editor seems to think that the Springfield Bicycle Club built a track, whereas it only fixed the

surface of a track already in existence. As he is not a cyclist, and does not belong to any club, he, perhaps, may be pardoned for comparing the Boston clubs with the one in Springfield. He may, on account of his ignorance of cycling and club matters, perhaps, be pardoned for thinking that the club men of Boston wish to make money out of cycling, and have nothing else to do but build tracks and arrange tournaments. Not being able to enjoy the privileges and pleasures of club life, he does not know that the clubs of Boston carry out the idea of a club and enjoy themselves in a way that suits the tastes of their members, and do not waste their time and money in building tracks and distributing posters. There is no city in this country where the clubs have done more to promote the interests of cycling than Boston, and yet the *Herald*, which should be the last paper to criticise, is continually casting slurs at them. I think wheelmen are well able to conduct their own affairs without the advice of outsiders. The bicycle editor knows that, even with the support of the *Herald* and the *Globe* and his own matchless energy, a tournament cannot be made to pay in this city.

CLUB MEMBER.

##### The League Gazette.

*Editor Bicycling World:*—I hope at the next annual meeting of the L. A. W. it will be decided to abandon the present unsatisfactory method of having the *League Gazette* printed by outsiders. Why should the League bolster up athletic journals? If any publications are to be benefited why should not the wheel publications receive the preference? If the League erroneously thinks it cannot publish its own Gazette, let it abandon the useless method of publishing the names of applicants, and send copies of its notices and news to all the cycling papers impartially. I, for one, am disgusted with seeing the League's funds expended in keeping alive an athletic publication.

L. A. W. MEMBER.

##### Interchangeability.

*Editor Bicycling World:*—Your correspondent "I. X. L." certainly excels in libelling the productions of English cycling manufacturers. His very examples show how utterly wrong the "average man" universal system is. He would have all nuts and bolts alike, regardless of their position and the work they are intended for. The fact that he can supply nuts for his American machine at any time is not owing to any peculiarity of American manufacture, for the nuts and bolts are made by machinery in England as well as in this country. The fact that he is in the habit of losing nuts from his American machine either indicates poor workmanship, or else a lack of knowledge or care on the part of your egotistical correspondent. When he asserts that English workmanship is inferior to American, he makes a statement which

he cannot back up. I have no wish to make any invidious comparisons, but I think "I. X. L." does an injustice to the foreign makers who have sent so many successful and well-made machines to this country.

MODEST.

*Editor Bicycling World:*—"Veteran" is right. We need some individuality in machines. The ready-made clothing principle is well enough in its way, but if we want the best articles we must have them custom made."

H. S. F.

##### Boston Tournament.

*Editor Bicycling World:*—I will answer "Club Member's" conundrum of "what track in the vicinity of Boston would be available for a tournament?" in the Yankee manner: "What is the matter with" Beacon Park?

I have been given to understand that this is one of the best tracks in the country, and it certainly is very easy of access, not only by means of horse and steam-cars from Boston and other cities, but to wheelmen, who can ride right to the gates from all directions. As to the condition of the track, I believe that it was put in order for cycling a few years ago, and it certainly can be in no worse condition than was Hampden Park when first taken possession of by the Springfield Club. Several cycling correspondents have, of late, tried to make a point of the alleged "apathy" of the wheelmen of Boston and vicinity.

Did this apathy exist, which I doubt, after considering the facts that the Boston Club was never in a more prosperous condition than at present obtains, and that the Massachusetts Club is erecting the finest bicycle club-house in the world, what better way of waking the sleepers than this same tournament?

One of these correspondents thinks that it is ridiculous to talk of getting up a tournament in Boston, but I think he is well answered by another correspondent on the same date who says: "That the only successful meetings held here were those run by a certain club, financial failure being the result of all tournaments conducted by private parties." If a club comparatively inferior in numbers and social prestige, as was the one referred to by the latter writer, could make a tournament a success, what might be the result if either or both of our surviving clubs, with their immensely greater social influence, and a membership very near the four-figure line, should take hold of the matter?

Why, if only every member of these two clubs were to attend the meeting, to say nothing of the riders of Newton, Brockton, and other cities, their numbers are sufficiently large to make the affair a success, even if not a single outsider was to patronize it; and who would think of attending bicycle races without the company of ladies and other friends. Once make attendance on bicycle races "the

proper thing," socially, and there would be no end to the boom that would result.

W. G. K.

##### Hare and Hounds.

ON the morning of Thanksgiving Day, the Brooklyn Bicycle Club emulated the example of a number of the athletic clubs, by having a hare-and-hounds chase. Paper-chasing on bicycles is something of a novelty in this country, although the sport has met with success in England. The hares chosen were Messrs. Spellman and Skinner, two of our best road riders. Lieut. Slade was master of the hunt, and Lieut. Jones was whipper-in. About eighteen members of the club participated. The hares were started from the shelter in Prospect Park, and were allowed five minutes start of the first pack of hounds. The trail was lost about a mile from home, and over ten minutes were wasted before it could be found again. The course lay towards Bath, thence to Fort Hamilton and return. The hares were not caught, and arrived at the finish twelve minutes ahead of the first hound. Altogether the chase was a success, and was greatly enjoyed by all who took part.

##### The American Division C. T. C.

THE next number of the C. T. C. Gazette, will publish the following:—

"The pecuniary results of the C. T. C. meet and 'Wheel around the Hub,' on the 22 and 23 September last, were as follows:—

"Amounts received from sale of tickets, \$152. Expended—for ambulance, \$10; for hotel bills, \$117; for printing tickets, \$4.75; cash balance received from Chas. H. Potter, R. C., and deposited with Abbot Bassett, treasurer of the American division, \$20.25.

"The above sum is intended to form a nucleus for a C. T. C. Fund for general purposes, and will not form a portion of the C. T. C. danger-board fund now being raised by subscription in the States.

"This report would not be complete if it did not state that the result of the tour would have been loss instead of profit, if it had not been for the good offices of Consul Chas. H. Potter, who took upon himself the task of notifying each member of the American division, and who most generously defrayed the entire cost of the entailed printing and postage out of his own pocket."

FRANK W. WESTON, C. C.

##### American Records.

RECORDS from the other side were once regarded in sporting circles with any amount of doubt, simply on the grounds of ignorance of the mysteries of clocking, as our know-alls this side imagined that no one but themselves could "hold a watch," just as some of our

timists now snort at the sight of a "new-fangled" flyback chronograph, and insist on timing all contests with the old-fashioned "push stop" watch. When first Myers's fine times were recorded over here, they were taken *cum grano*, but when he got here he finally established them. Now Myers, of all men, is best qualified to speak as to the practical points in racing over there, and he has just made a statement which throws some light upon recent time developments. Let me first glance at the records claimed for America. I mean records made in America under American management.

I find a remarkably fast quarter mile, Hendee's starting quarter. I find, also, some notable time done at the half mile by A. Dolph, and also Sanders Sellers's half mile in 1m. 18½s. Then I find a fine three quarter mile, and the newly-claimed mile record. But the moment I get beyond the one mile, I find the times fall off, and (with the one exception of Howell's three mile time) the amateur and professional times, above the mile, are mediocre in the extreme. Let us seek for an explanation. We have it from Mr. Myers himself. He asserts that the starting in America is managed on no known system, and that it is quite possible to get off in front of the pistol. Timers take their start from the flash, and, doubtless, with such *very clever people* as some of the record makers had behind them, the opportunity of getting a bit in hand on the pistol was not lost. I should not mind betting that Hendee, for instance, was started by a gentleman who got no preliminary caution such as Speechly's starter did, and the "both feet on the ground behind the mark" rule was probably not adhered to. Thus, when Speechly made his starting quarter record, his starter gave him but little assistance, while there is nothing to show how far Hendee's attendant went over the line. The ½s. and more could thus be easily accounted for. Then again, Sellers's record is not so far in advance of the previous best that a negligent supervision of the start and a slow pistol-firer might not have had as much to do with it as anything else.

The most weighty point, however, lies in the fact that in short distances, say, up to one mile, *where fifths of a second are of importance*, the American records push us close, yet the moment that limit is passed the records fail, and become quite second-class. We have the assertion of probably the best of all authorities, a phenomenal sprinter, that American pistol-firers are, on the whole, slow, and behind the men, and these two points, considered together, make us fancy that the short-distance records were made by the starter as much as by the rider, the fractional gain at the start being the whole secret of the matter. Thus, Speechly is phenomenally quick at picking up his spurt, and started faster than any English rider ever did before when he put in his starting quarter record. Hendee, starting on a day stated to be windy and rough, is ½s.



quicker. If Hendee started and went his quarter on one of the half-mile tracks we hear of over there, and had the wind behind him the whole way, his starting quarter can no more be taken as record than Montague Shearman's 100 yards in evens, with a gale of wind behind him.

Speechly's starting quarter was made from the scratch mark on the Crystal Palace track, which is 503 yards in circumference, and, if anything, he was bothered by what little wind there was. Another point well worthy of consideration and inquiry is how the starter and timekeepers were placed when the races were run on the large tracks we read of; and also, as there has been a question raised in the American press on the subject, whether the timekeepers did really start their watches by the *flash* or the *report*. — *Wheel Life*.

#### A Day in Bermuda.

It was early in March, and but five days before I was wrapped in a Buffalo overcoat and sleighing over three feet of snow among the icy hills of Maine. Yes, that was in Maine, but now I am in Bermuda; and what a change is here, my countrymen!

Sunny, fragrant, glorious, altogether delicious,—who shall find adjectives clear and rich enough to truly describe a March morning in the Bermudas! Not I. I leave it to the poets. This is the day I have set apart for a run to the great lighthouse on Gibbs' Hill, the first object to gladden our eyes as we made the land, two days previous.

As the baker's boy winds his bugle horn, I mount my wheel and start on my way over as good a road as one could wish. With many a crook and turn, it leads around the head of the bay, and I still look across and see the little city of Hamilton standing out clear cut in the still morning air, the white houses looking as if carved from ivory. It is a beautiful picture, and, dismounting, I seat myself upon the cemented stone wall that follows the roadway, and let it soak in. With what satisfaction I breathe in the balmy air, and with what commiseration think of my fellow wheelmen in the States, who at this moment are warming their toes by a coal fire, and wondering if summer will ever come. Poor fellows!

On once more, by many an exquisite sea view or land-locked wooded gem of landscape; now up a gradual rise, until we pass between high cliffs through which the road is cut, and then a long and gentle coast over the white coral.

But I am not alone on the road. Ahead is a donkey about the size of a big dog, attached to a cart, and doing his best to draw two fat negro women and three small pickaninnies. As I glide slowly by, the donkey gives a spasmodic spurt and one of the aforesaid pickaninnies is snapped out of the rear of the cart, while the stoutest negress is shot from the front seat into the rear. For a moment terror reigns supreme. Fortunately, no one is

hurt, and a shilling affords solace for the shaking. Here is something different,—two young ladies from New York slowly driving towards me, one of them remarking, as they pass, that "Henry rides a bicycle, and has a lovely suit, in which he looks splendid." Lucky Henry? A spot of red in the distance proves, on nearer approach, to be a squad of British red-coats from Ireland Island, who, with guns "at ease," go by at a swinging gait. And what is this? Ah, its strength betrays it,—the lordly onion, en route for New York, where its coming is anxiously awaited, for it is the first of the season, and prices are high.

Soon, to my left, looms up the tall, white form of the light-house. A scramble up a narrow path brings me to the base, and the assistant light-keeper conducts me to the top, from which I gaze upon the scene spread out below.

And what a scene it is! From here we see the entire group of islands. Nothing is omitted. The white houses snugly nestling in frames of green foliage, the onion patches surrounded by oleanders in full bloom, the charming bays and coves of emerald hue, the great sound sparkling in the sun and dotted with small islands of all shapes, but all beautiful, and out and beyond all else, the heaving Atlantic, its dark waters contrasting sharply with that inside the coral reefs,—all combine to form a scene such as it is not often the fortune of mortal eyes to gaze upon.

We stand and feast our eyes while the keeper tells us that the light was erected in 1845, that it cost \$28,000, is three hundred and sixty feet above high water, that it is a "revolving dioptric lens of the first order, with mirrors," and one of the largest and most powerful in the world.

But I hardly hear him. I am thinking what a small spot upon the broad ocean we stand upon, for Bermuda is but the top of a submerged mountain, built upon by the tireless coral workers, with the result that we see before us. From our point of view every inch of land is visible from St. Georges to Ireland, a distance of twenty-five miles. To a man from the States this seems small, and we make up our minds that we shall feel safer when we get on to the continent once more.

I retrace my steps down the hill, and soon my wheel is rolling over the smooth, hard road, towards the great dry dock. The way was a continual delight, but as I expect to enjoy it once again, in company with the members of the Bermuda party next January, will wait for a description from abler pens, in their report of the coming tour. May we all be there. FRANK A. ELWELL.

PORTLAND, ME.

#### The Bermuda Tour.

MR. F. LENNOCK GODET, of Hamilton, Bermuda, has kindly sent on a carefully prepared programme for the benefit of the bicycle tourists next January.

Mr. Godet is an enthusiastic wheelman, and will do much to make the trip a success. Among other things, he says: "It will be a great pity if all the party do not stay over a trip, for, besides bicycling, they could, by taking the next steamer, enjoy boating, fishing, rambling, and the social gayeties of the day; and then just think of the lovely and invigorating sunshine, which we have every reason to believe, in this blest clime, will be the order of the day in January,—what a contrast between the warmth here and the ice and snow of the U. S. A. . . . Will any ladies be amongst the three-wheelers? Don't leave the fair ones at home; be sure and bring them and their tricycles to this 'Emerald Isle.'"

Mr. Godet also states that tricycles can now be hired by the day in Hamilton, six having been imported for that purpose, one a sociable.

I would remind all who intend joining the Bermuda tour, that it is highly important that they should decide the matter as soon as possible. Remember there are but fifty staterooms on the "Orinoco," all of which are *dead sure* to be taken before 22 January, and those who wait till the last moment may be unable to secure accommodations. Names will be forwarded and staterooms assigned from 1 December until the last room is taken. Travel on this line is heavy in January, and places will be spoken for well in advance. A word to the wise is sufficient.

I suppose all have noticed the new cure for sea sickness that is going the rounds of the newspapers, which is, to raise a blister behind both ears. This is important, and will not be overlooked on the trip; one of the party, to be known as Grand Master of the Red Hot Poker, will see to it that all who wish are properly fortified against the disturber of stomachs. Thus is the last obstacle to absolute enjoyment overcome. Who now can hesitate. Come on!

F. A. ELWELL.

PORTLAND, ME.

#### The Nemos.

THE Nemo Wheeling Club is unlike any other in America. It is located in Dorchester, Mass. The name has been decided upon, "Nemo" being used in its literal meaning of "no one," for its active and voting membership will be by *couples*. Each couple must consist of a lady and gentleman, who will have one vote only between them. The associate members join singly, but must be proposed by one active couple and seconded by another. When elected they have no voice in club affairs, but any lady associate can join forces with an associate of the sterner sex, and at any time obtain admission into the active ranks. The great object of the club is to promote and encourage the use of the sociable as a vehicle for recreative exercise. No other form of tricycle will be tolerated, and the membership is a unit in its uncompromis-

# THE RUDGE SAFETY,

MANUFACTURED BY

D. RUDGE & CO., Coventry, Eng.

(THE OLDEST AND LARGEST CYCLE MANUFACTURERS IN THE WORLD.)



Having been long pressed by our numerous customers, and in order to meet the growing demand for such a Machine, we have brought out the above "SAFETY" Bicycle, which, for lightness and strength, combined with High-class Workmanship, has no rival in the market. "The Rudge Safety" is, as its name implies, a bicycle combining the safety of a tricycle with the speed and ease of a bicycle. It is, in fact, a miniature Rudge with a hollow square bar extending from each side of the axle of the driving wheel down in a direct line with the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a crank, having from five to six and one half inches throw. The front wheel is fitted with a *hollow rim*, seven-eighths inch tire, and direct spokes. The hub is gun metal, and the flanges are 3 inches in diameter; the distance between the inner side of the flanges is 3 inches. The flanges are extended out three quarters of an inch on each side of the wheel, and have a row of teeth, nine in number, extending around them, the power being transmitted from the larger gear wheel, before mentioned, to the hub of the driving wheel by means of a Morgan patent endless chain, which, from its peculiar construction, allows more freedom and ease of motion with much less friction, than any other kind. It has Rudge's *ball bearings* to all frictional parts, including pedals, the front wheel bearing being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, backbone, spring, rear fork, etc., do not differ materially from the ordinary Rudge light roadster's. The rear wheel is 16 inches in diameter, fitted with a three-quarters inch *hollow rim*, three-quarters round tire and direct spokes, as well as with the Rudge *ball bearings*. The rake is about the same as the light roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The steering differs in no way from the ordinary bicycle, and is not "sensitive," as is the case when the forks are carried back of the centre of the wheel, instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel. The weight of the machine complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches. It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill climbing and racing.

A 36-in. RUDGE "Safety" can be used by a rider of a 50-in. to 53-in. Bicycle.  
 A 36-in. " " " " " 53-in. to 56-in. "  
 A 40-in. " " " " " 57-in. to 60-in. "  
 Our Standard Patterns are geared a 36-in. Machine to 56-in.  
 " " " " " 38-in. " 58-in.  
 " " " " " 40-in. " 60-in.

Price, Enamelled and Nickelled, fitted with Hollow Rims and Ball Pedals, \$140.

SOLE AGENTS FOR THE UNITED STATES,

STODDARD, LOVERING & CO.,  
 BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED BEFORE ORDERING.

RELIABLE AGENTS WANTED EVERYWHERE.



## LATEST!!

ONE HUNDRED MILE RECORD WON BY THE

## ROYAL MAIL.

S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

## ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2/5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3, 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.



WILLIAM READ &amp; SONS - - - 107 WASHINGTON STREET, BOSTON.

## BALLS ALL OVER.

### THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear " "

NICKELLED ÆOLUS BALL PEDALS (Rubber or Rt Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3/4 inch Tires, Double Butted Spokes, Finished Nickelled  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

## THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

## THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

## THE SANSPAREIL LIGHT ROADSTER,

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

## THE AMERICAN ROADSTER,

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

S. T. CLARK & CO., Importers, BALTIMORE, Md.

ing hostility to the tandem, which it regards as being in every way undesirable for, and unsuited to, ladies' use. The club motto, "*Binis et juxta*," sufficiently indicates its sentiments in this respect. Membership in the C. T. C. is obligatory on all who would obtain admission into the ranks of the Nemus, and the C. T. C. uniform will be *de rigueur*. Although not yet formally organized, the N. W. C. is practically already in existence, and it was two of its members who, on 24 August last, established the ladies' American twelve hours' tricycle road record, the route being Dorchester to Newburyport, Mass.; distance fifty-three miles, and riding time 8h. 38m. The machine was an American Salvo, geared down to 42-inch, and although the distance will not probably stand as record for very long, the *matériel* of the club justifies the belief that the Nemus will continue to hold it for some time to come.

## Dedication of the Maryland Club-House.

THANKSGIVING DAY was selected by the Maryland Club of Baltimore for the laying of the corner-stone of their new club-house on Mount Royal avenue, near the Mount Royal entrance to the Park. Previous to the ceremony, the knights of the wheel to the number of about eighty, formed on North avenue, and shortly after ten o'clock had a grand bicycle parade over the following route: From North to Boundary avenue, to Charles, to Monument, around Washington's monument to Cathedral, to Madison, to Dolphin, to Eutaw place, and through Druid Hill Park to the site of the new club-house on Mount Royal avenue, near the Mount Royal entrance. First came the Maryland Club, followed by the Lafayette Wheelmen, Whirling Wheelmen, Druids, Monumental and Junior Wheelmen, all dressed in uniform, and presenting a very attractive appearance. As they came back to the club-house the Marylands still led the van, two abreast, with the Druids next, eleven abreast, and the other organizations following.

The ceremony was opened with prayer by the Rev. Thomas Myers, of Grace M. E. Church, of Woodbury, after which the stone was set in its place, and the following articles were contributed for the box. The president of the Maryland Club, Mr. Samuel T. Clark, deposited the constitution and by-laws of the club; the captain, Mr. E. K. Jones, the badge and colors and roll of membership; the treasurer, some United States coins of 1884, and a statement of the financial condition of the club, showing no indebtedness, and a large balance on hand; the chairman of the house committee gave the original resolution which led to the building of the club-house; the secretary, Mr. A. L. Kenly a copy of the Baltimore daily papers. The captains of the other clubs deposited the club badges, and the mason who set the stone presented the trowel to the president of the Maryland Club. Mr. Clark, the president, made a speech, in which he enlivened bicycling as the most manly and purest sport of the age, and said that the club-house, when completed, would be the finest of the kind in the country. Mr. Myers again offered prayer, and the ceremonies were over, after which twenty-eight of the Maryland Club went to Towson to take dinner at the Smedley House. Six of the Druids had a race at the Park for the medal held by the captain, Mr. Kemp Bartlett. Mr. Bartlett again won, and still holds the medal. Distance one and seven eighths miles; time, 5-17 1/2.

## CURRENTE CALAMO

Sonnet.

MR. FRANK A. EGAN (The Owl) will winter in New Orleans.

When Winter comes, enrolled in frost and snow,  
And strips the trees and steals away the flowers,  
The birds, who fear his gloomy skies, his icy showers,  
On rapid wings to warmer countries go.

Then, too, "The Owl," whom all good 'cyclists know,  
Forsakes his perch within the *Wheel's* grim towers,  
From whence he called us through the summer hours,  
And seeks that land where roses ever blow.

Good luck go with thee, wisdom's bird. May all  
Thy days and nights be free from sorrow's pang;  
May fate thine every wish with forestal,  
Keep thy *frank* speech from taint of Creole slang,  
And bring thee back, at Spring's first gentle call,  
With not a feather ruffled on that matchless bang.  
"PEERSKILL."

THE Chelsea wheelmen enjoyed a run to Spot Pond on Thanksgiving Day. Seven bicyclers and eight tricyclers participated.

SEND the news across the pond. Springfield has declared for license. No repetition of the drug-store business next year. Gaskell can get his shandigaff without trouble.

MR. CHARLES E. PRATT has taken out a patent on an improved vehicle wheel.

HOWELL and De Civry left England for France, on Saturday, 8 November.

LEAGUE Secretary C. K. Alley is enjoying his new baby. We congratulate him, and will consent to let League matters wait, that he may take all the pleasure he desires.

THE mail vote on the League Constitutional amendment has been delayed by a stupid typographical error in the blanks sent out. Those who vote blindly will have voted, but any one who has tried to understand the proposition must have had hard work to make head or tail of the thing. The *League Gazette* straightens out matters in the last number, and furnishes a new blank. We hope the time for closing the polls will be extended.

THE Club Directory in course of preparation by the League makes slow progress owing to the failure of club secretaries to respond to the request for data. It is to be a directory of League clubs only, and such organizations as the Citizens' and Boston Clubs will have no place in it.

THIS calls to our mind the folly of keeping up the club idea in the League. Formerly a club joined the League in a body, and by so doing took its members in at half price, but this seriously interfered with the income of the body, and was given up. With it went the whole idea of club membership, except the mere shred of a hold which allows clubs, whose total membership joins, to be represented by delegates at the annual meeting. This is at best a questionable advantage for the clubs, and so far as those who are located remotely from the 'cycling centre it is no advantage at all. We hope to see the League pursue a more liberal policy towards the clubs in future.

THE *Amateur Athlete* tells of a New York man who came to Boston, and, meeting a wheelman, inquired the name and address of the League consul. He got no satisfactory answer, and was thereat surprised. How many of our Boston wheelmen can tell the name of the Bos-

ton consul and his address? Let some one who is curious in the matter make inquiry and see.

A PAPER has been prepared by Dr. B. U. Piper of Chicago, for the Chicago Bicycle Club, upon "Bicycle and Tricycle Riding, and the Effect of this Method of Exercise Upon Those Engaged in it." The doctor has tested the matter by riding some 1,200 miles in the last twelve-months. He found the effects beneficial in a great degree. "In walking," says Dr. Piper, "the legs carry directly all the weight of the body, and as each foot comes down on the ground there is a certain vibration or shock quite through the body, which, though not acutely perceptible, is, nevertheless, fatiguing. The breathing is also carried on at a disadvantage, for the diaphragm, or great respiratory muscle, is not able to act, in walking, with the steadiness, and, it may be said, purchase, as when the pelvis is fixed, the spinal column firm, and the upper limbs steady. The circulation, too, is considerably quickened, and the heart is toiling at a rapid speed, lifting very quickly the whole of its blood over that hill called the ascending aorta, the first part of the great blood vessel, which springs from the heart in the form of a beautiful arch, to supply with blood the upper and lower parts of the body." The doctor cites many medical authorities to back his opinion, and he says: "To shop and office people, to hard-working men of business, but more particularly to brain workers, the possession of good tricycles would, if judiciously used, indeed prove a blessing."

OVER 700 were present at a recent "smoker" in England. Thirty-eight clubs were represented.

GEN. PHILLIP H. SHERIDAN spent a day in town a few days ago, and called upon his friend Col. Albert A. Pope.

JOHN D. PRINCE, a Philadelphia bicyclist, was captivated by a chorus singer in a minstrel show, and in order to make a good impression on his girl, he put himself on record as a better swindler than a wheelman. He borrowed a number of machines from prominent local establishments, and then left them with his "uncle" for a small part of their value. He was caught and incarcerated, and now bemoans the fate of a love sick 'cyclist.

WHILE many of the papers give Hen dee the credit for breaking the quarter-mile record of the world, none of them seem to be aware of the fact that he also took the three-quarter-mile record. The English papers have not mentioned this, though they have published the time, 1.59, and commented upon the quarter record.

We had a call from Pitman, the veteran, last week. Pit feels much elated over his victory in the tricycle race, and we suspect the medal won in the contest will have the place of honor on his manly breast.



THE *Wheel* evidently does n't like the red tape in the Central Park business, and we think it about right. It takes a little away from the prestige of the victory over the Park Commissioners to know that they have tied up their privilege with so much red tape that they have taken all the fun out of the thing.

A CORRESPONDENT of the *Cyclist* says: "Vibration and concussion are still the greatest enemies a bicyclist has to contend with. But I cannot imagine a better spring than the Arab cradle; those who want more spring should use, in addition, an air saddle. I have always contended that the tire is the place of all others to combat vibration; but thick tires are denounced through heaviness, which fault would be remedied, and advantage still maintained, by Garrod's hollow rubber tires. I have not seen them, and have only heard of them through my brother, a bicyclist. Can anyone say more about them, from experience or hearsay, and state if obtainable? As a good pair of legs are the best power-gear, so is good road surface the best stay to vibration. A cyclist's paradise will consist of rubber roads, and the London to Brighton track of the future will consist of sheets of rubber, like the twenty yards under the archway of the hotel in front of Euston Station. It is delicious. Try it and die."

WHEN the prowess of racing men ceases to be reckoned by the value of the prizes secured we may look for more of the amateur spirit.

SANTA CRUZ, Cal., has a club called the Blue Jay Bicycle Club.

A very "fly" name. We wonder if this is the club Pitman calls a "Jay" club?

"LEWEE," having recovered from his recent attack of typhoid fever, contemplates a Southern trip. Hope it will do him good.

THE L. A. W. meet should be held in New Orleans. Why? Because our Southern friends want it there. Reason enough.

OUR esteemed Boston contemporaries seem to delight in asserting that the clubs of this city are devoid of life. Instead of wasting their substance, they, with true Puritan thrift, have provided homes for themselves.

WILL the Cambridge Club close the season with the individual and club room-mile records?—*Globe*.

It looks that way.

WE prophesy that the records will be smashed next year on geared bicycles. Look out for 2.30.

IT is said that Cleveland has the finest drill squad in the country. Boston's eminence in this direction is a thing of the past.

Yes, one drill squad Rambled and then waned.

A PAPER states that Midgely was not

heard from on the road *this winter*. Funny, isn't it?

IT is the clubs without houses that cry, "This is the winter of our discontent."

IF the number of wheel publications increase we shall soon hear talk about over-production. In fact, there seems already to be more than the public cares to generously support.

DR. BENJAMIN WARD RICHARDSON has given utterance to the following screed: "The literature of 'cycling is of too sporting and slangy a character." "Cyclos," who so strenuously objects to the use of the words "bike" and "trike," will be pleased with this. However much truth there may be in the Dr.'s utterance, most of the 'cycling papers have shown an improvement in this respect.

CRANKS that cross the ocean in skiffs, and cranks that want to ride across the continent, deserve but little at the hands of true sportsmen.

WE wonder what those who condemn 'cycling as a dangerous sport think of Rugby foot ball.

FRED JENKINS says it is a great thing, when you are laid up with injuries, received while riding, to have a policy in an insurance company. We quite agree with him.

NEW YORK is said to be developing a taste for Kangaroos.

THE clubs are taking advantage of our special rate.

WE want every 'cycler to join our constituency, and as we believe a trial will convince all such that a weekly visit from us is worth the subscription price we will accept a trial subscription for a month from any new man for ten cents. This offer refers to new men only, and no second trial will be allowed.

THIS is December. The last expiring ember of the burnt-out year. Little riding this month. That's why the 'cycler thinks the month a burning shame.

AN enthusiastic wheelman in the West has lately become the father of a bouncing baby boy, and has given him a name which has the merit of originality. The young man will be called "Wheelman Jones."

DR. W. G. KENDALL, of the Boston Club, has ridden 2,300 miles since the 1st of June, a record that the club considers as "fair" for a rider's first season.

MR. HAYNES, of Bull & Haynes, called on us the other day and showed us a few of the accessories which his firm are putting out. A new spoke grip made in the form of a bench vise, and a saddle clip which allows the saddle to be affixed to the backbone without the strap spring, were among the new articles. The American saddle has been made in a form suitable for the Star, and is now in the market. The house talks of a new bicycle and tricycle specially built for them the coming season.

THE dreariest place in the world is

said to be a store where they don't advertise, but still more dreary, if that is possible, must be the 'cycling agency where they receive no 'cycling paper. We have heard of such a place, but the customers got little satisfaction. For the salesmen were not posted on their goods, and did n't know the gossip of the wheel world.

THE Stanley Show is to take place despite the fact that the manufacturers will not exhibit.

THE Tricycle Union, which has had a puny and uneventful existence, seems likely to be relegated to the silent dead. R. I. P.

THE Xmas 'Cyclist number, of which we have just received advance sheets, will be a great improvement over former efforts. It is to be called "Our Camp;" personally conducted and specially reported by A. J. Wilson (Faed) and A. G. Morrison (Titanabungo). The illustrations are by G. Moore, and while they display much skill, we fear their experience at the hands of the pressman; for in former years the good work of the artist in the Xmas numbers has been ruined by poor press-work.

The prominent 'cyclists in England will be illustrated and discussed in the number in a very entertaining and breezy manner. Printed in chocolate ink on cream paper. We shall have a supply, but cannot, at this date, fix the price.

THE Overman Wheel Company will send thirty tricycles to the New Orleans exhibition. Three of them will be for the prize awards and the balance will be leased for use about the exhibition grounds.

WING HING, a Cedar Rapids, Ia., Chinaman, rides a bicycle in full Chinese costume.

THE *Cycling Times* announces an illustration of the fracas between Howell and Sellers at Boston, drawn on the spot by an eye-witness.

MR. H. D. COREY arrived in America in the "Servia" on Monday last. He called on us Wednesday, and we found him full of enthusiasm over his English visit, and very hopeful over the prospects of the future of bicycling. He talks very large of the things that Stoddard, Lovering & Co. will do in their new home.

#### Reflections of a Lamp.

I SUPPOSE I am an ordinary bicycle lamp. It is an indisputable axiom that I am also a beastly nuisance. This much I have gathered from my various owners' comments upon my behavior, which I must say have not been of the most complimentary character. I have seen some rare old crocks sold and bought in my days; and the following is the way in which the exchange is generally carried on:—"Thing is n't worth the money, sir," says the buyer. "But my dear sir," replies the conciliatory vender, "pray take into consideration the fact

that there is a lamp attached to the 'thing.'" "The lamp be blowed, I would n't have it as a gift;" and instead of taking me into his consideration the discontented fellow takes me in his hand, and of course severely handles me. But in the world even a lamp plays many parts, and what a peculiarly different position am I in about an hour afterwards. "My very dear sir, I assure you this lamp is a prodigy of illumination; I've used it now for—let me see—I really don't know how long I have used it. But I repeat it's an excellent one." And this the same person who but an hour ago swore at the praise of my poor loveliness!

It's on the highways, and more particularly the byways that I come in for nearly the whole of my abuse. I have not even the consolation of being in the favor of my owner at the commencement of a dark journey: "Now I suppose I must light this infernal lamp," is what he generally says. Then we arrive at some Macadam roads well worn; I begin not to like the position of affairs, and therefore consider (I am a head lamp as well as a hub) what is the best course of proceedings to pursue, and the conclusion I generally come to is that, without saying a word to anybody, I will very quietly and comfortably go out. It's so soon done, and so easy of accomplishment to me that really I can never make out why the 'cycler will use such horrible language. Horrible is not the word, it is diabolically appalling. I often have, however, friends in misfortune, for I notice that the matches, and the wind are frequently included in the list of delinquents who must be brought to their senses.

It used to be a favorite pastime of mine to get myself unfastened, and to drop the oil-can out when no one was looking. How I did enjoy my liege's feelings when he came to ignite me, and discovered that the factor necessary for that operation was deficient, especially when we were some twenty miles from any place where he could replace the lost member. I also am not unused to becoming detached from my moorings and getting jammed in the fork of the machine. You don't know how jolly it is to sail swiftly up from the ground to the fork! My only regret is that I can do it for half a revolution only. Oh! if I could but go round some fifty times, and then when I was getting giddy throw my possessor at my own time. Could n't I lodge him in a ditch or two, or on some extraordinary stones? Oh dear, no! I should like to get within range of the fellow who introduced rivets. Of course, I should n't deposit the whole of my oil on his new coat at all, should I? Once more, oh dear, no! Rivets, indeed! You ought to do without them.

I have just thought of the *crème de la crème* of enjoyment to me. I often manage to bring a minute portion of my anatomy in close contact with a part or the machine that bears me; this produces a

prolonged, and to me musical, howling squeak. Does n't our rider enjoy himself? And is n't it something worth pledging one's soul to see him oiling his back-wheel bearings, his pedals, his spring, his steering, his everything but his lamp, which "can't possibly squeak." And then too, I discontinue the noise for the distance of a mile or so, and chuckle to hear him sighing softly, I *think* that's settled him." But oh! ecstasy of rapture, and oh! (to him) excruciating torture! I resume my interrupted symphony, and he has to dismount to make the cheering discovery that he has used up all his oil. The last time I played that little game we were just seventeen miles from any place where there was a chance of purchasing a lubricant.

There is only one danger to myself in the execution of my "nefarious little plans," and that is the fact that they produce such convulsive laughter that I nearly burst my glasses. I have one joke I play always when I have come home at night. My master detaches me from his machine to light him in-doors, and then puts an end to the temporary existence of my luminary in the hall; but as he generally enters the dining-room to see how things are going on, I—as a rule, accompany him. He sets me down on a side table and forgets me. I have a curious habit of retaining my smoke within the precincts of my own shell for the space of several minutes, thus causing the erroneous belief that I am fairly out. But imagine the feelings of my lord's sisters when I begin to eject my vapors in the middle of supper. What a fairy's perfume! And does n't the wheelman enjoy his last draught, and I wonder how the inferior animals like the make of his irate boots.

Well, I've had a jolly reverie, while the club has had probably an indifferent tea. I'll now prepare to perform all these evolutions once more so as to get my owner in favor with the fellows whom he asks just to wait a minute while he lights his luminary.

#### RACING NEWS

At the Lewiston (Ill.) rink, Hazewell, on skates, beat E. L. Phillips, of Galesburg, on bicycle, in a five-mile race, by one lap. Phillips claims the rink is too small for bicycle riding.

CHARLES E. DAVIES, the well known sporting man, is endeavoring to rent Madison Square Garden for the holiday week for the purpose of having a six-days contest of fifteen hours per day, between horses and bicyclists. In the proposed contest, John S. Prince backs himself and two unknown bicyclists against Charles M. Anderson, of Los Angeles, Cal., long-distance rider.

BALTIMORE, 25 November. — A bicycle contest of one hundred miles took place at the Apollo Skating Rink. The match was between John S. Prince and Miss Elsie Von Blumen, the former giving

the latter a start of nineteen miles. The track was rather too small for good time to be made, being fifteen laps to the mile. The start was made at 2.40 p. m., and until the last ten miles steady riding was made by both participants. It was then seen by Prince that too much allowance had been made, considering the small circumference of the track, and he put on some terrific bursts of speed, for which he was liberally rewarded by the large audience present. Miss Von Blumen finished at 10.07 p. m., showing signs of distress, and won the race, Prince having to his credit ninety-nine miles and six laps. Time, 7h. 27m.

THE professionals are in Chicago arranging for a six-day race. All arrangements are completed, except the building, which will be settled this week. If the race takes place, the stakes, \$500 a side, will at once be posted. The contestants will be W. M. Woodside and John Brooks against W. J. Morgan and Mlle. Louise Armaindo, the combined scores of Woodside and Brooks to count against those of Morgan and Armaindo. Opinions are varied as to the results, the little French woman and her partner being the favorites.

CHICAGO bicyclists thronged the Le Grand Roller Skating Rink of their city, Tuesday evening of last week. The *Aeolus*, *Hermes* and Chicago clubs were each represented by eight riders in uniform. The programme began with a parade. Van Sicklen then essayed a fast mile on the thirteen-lap track, and made the creditable time of 3m. 30s. Club drill, fancy riding, and a slow race followed. Hammill, the Illinois champion, was thrown from his machine while essaying a fast mile to beat Van Sicklen's time, but escaped uninjured.

#### WHEEL CLUB DOINGS

THE Hudson County Wheelmen gave an entertainment at Jersey City, 25 November. The entertainment commenced with a grand entree by the Hudson County Wheelmen, sixteen in number, led and directed by Capt. E. W. Johnson. Nearly all the movements of the ordinary ball room march were made on bicycles by the wheelmen in neat uniforms. Master Thomas Finley, a graceful rider, gave an exhibition of remarkable feats on his star bicycle. Then followed a game of polo on wheels by Thomas Finley and Mr. Charles Frazier. An orange was substituted for the ball, and the riders, dexterously striking it with the forward wheel, struggled to drive it between the goals. Master Finley succeeded in winning the three contests. The Kings County Wheelmen gave a fine exhibition of cavalry tactics, riding in file, by flank, by twos, fours, and company front, in perfect alignment. Their wheeling, slow and rapid riding, and execution of figured and fancy movements were perfect, and the audience applauded them



to the echo. After a brief intermission of skating, the champion and wonderful bicycle rider, Prof. Harry W. Tufts, appeared and performed some of his most difficult feats. The slow bicycle race for a silver mounted cane, was won by Master Finley. The "trick mule" bicycle race for a silk umbrella, to be awarded to the amateur who was able to race it around the rink, afforded great amusement, as rider after rider tumbled to the floor from the double-wheeled machine. One rider succeeded in accomplishing the feat, and bore the umbrella around the rink in triumph.

The Rota Club is a new wheeling organization in Toronto, Ont. The club has been called into existence by the apparent necessity for a third club, entirely independent of the two larger clubs. Toronto boasts of nearly three hundred bicyclists, and there is certainly room for a new and smaller club, and one more easily managed. The Rota Club begins life with a membership of twenty.

The Oregon Bicycle Club, of Portland, Ore., is in a flourishing condition, with fifteen members, and a well-filled treasury. Mr. C. C. Newcastle is secretary and treasurer.

The Staunton (Va.) Club numbers seven star and three crank riders.

At the last meeting of the Philadelphia Bicycle Club, Mr. George E. Bartol was elected president in place of Mr. Henry C. Blair, resigned on account of living abroad.

The Connecticut Bicycle Club is to have an entertainment at the Hartford Opera House, to December.

The Memphis B. Club has sixteen wheels in the club. An effort will be made in the spring to have some of the roads made ridable.

#### 'CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WESTON, Chief Consul,  
SAYN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicken, 161 Wabash avenue, Chicago.

Massachusetts.—H. W. Williams, 253 Washington street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 650 North 15th street, Philadelphia.

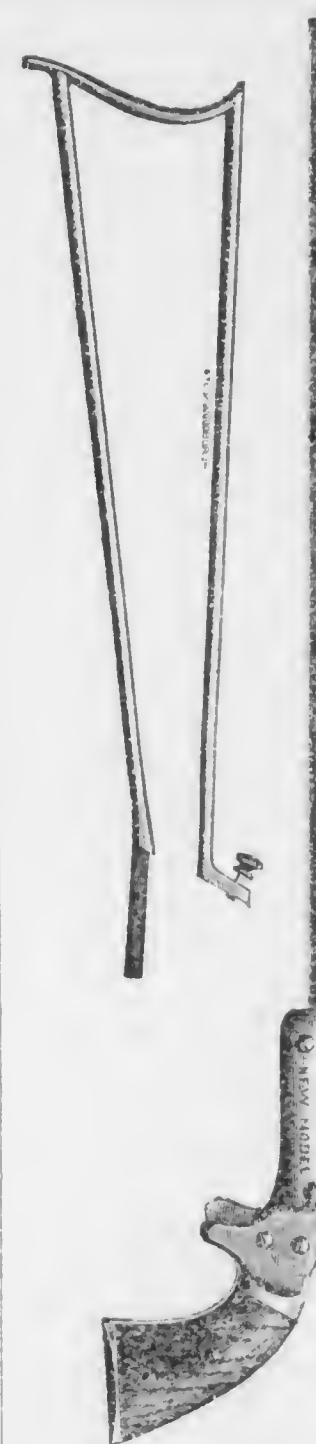
Rhode Island.—J. A. Cross, Valley Mills, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 97 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) W. Sheldon Bull, 587, Main street, Buffalo, N. Y.

## STEVENS' BICYCLE Shot Guns,

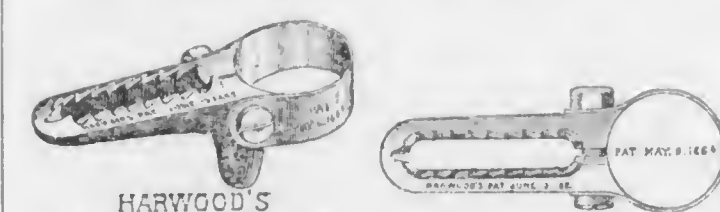


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Harwood's Detachable Safety Step,  
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

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\$128, or \$135 WITH BALL PEDALS.

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Club Tailors to the 'Cyclists' Touring Club.

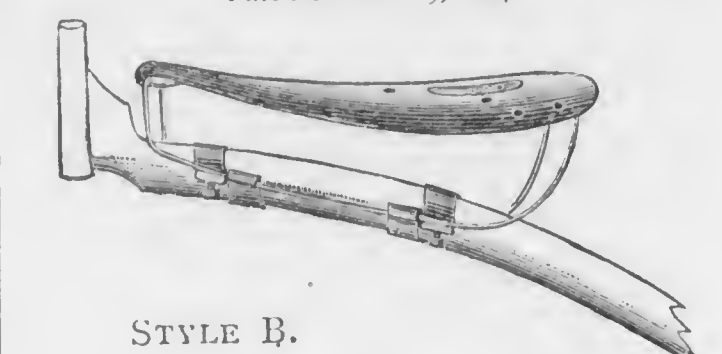
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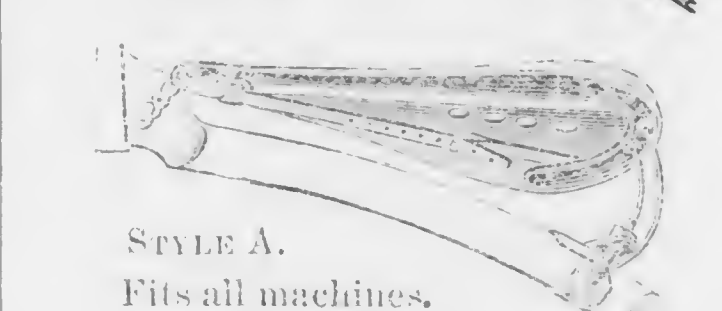
Near Dover Street, BOSTON.

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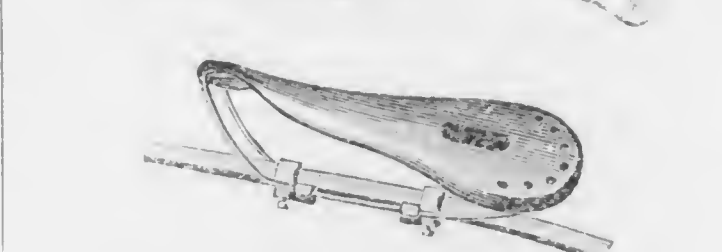


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Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, of Louisville, Eck, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the fliers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELPLATED, \$3.75. SPECIAL TERMS TO DEALERS. Reliable agents wanted.

Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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NEWTON.—We believe there is an ordinance of your city requiring all wheelmen to carry lamps after dark. We have never heard of its being enforced. We know of no city or town in this country which requires cyclists to carry bells.

SAFETY.—There are no end of small wheeled machines. You will find some of them advertised in this paper. They are unquestionably fast.

S. P. D.—Thanks. We want a correspondent in every city and town. Do not feel obliged to write a long letter. A postal-card will often contain all we care for, unless the matter is important.

L. A. W.—The time and place for the next meet has not yet been decided upon. It will be announced officially in the *Gazette*, after the officer's meeting in the spring.

SADDLE.—We hesitate about recommending any particular one. We have been rather favorably impressed with the Lillibridge.

E. W. P.—(1). Otto Bicycle Company, 118 Newgate street, London, England. (2). Yes. Wm. Read & Son, Boston, are the American agents. They have sold a few machines, and have some in stock.

A. A. H.—Will correct address. No. 24, Vol. IX., 17 October.

A. J. C.—(1). We know of no exercise that will lengthen the legs. (2). The power necessary to propel a bicycle increases with the size of the machine. A long legged man has an advantage, if he has strength proportioned to his size, but the two do not always travel in company. If you should cut seven or eight inches off Hendee's legs, as you suggest, we think his speed would be impaired. A short man has to make up his disadvantage by quick pedaling, and this they can often do.

W. H. C.—(1). 32 inches. (2). About 51 inches. (3). About 1 inch. (4). Expired 1 November, 1884. (5). For a 51-inch, about 26 inches. (6). Most any dealer. Try the Cunningham Company.

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It has one hundred pages, gilt edge.

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Three hundred cards or spaces for the autographs of 'cycling friends.

Three hundred engravings, illustrating each quotation.

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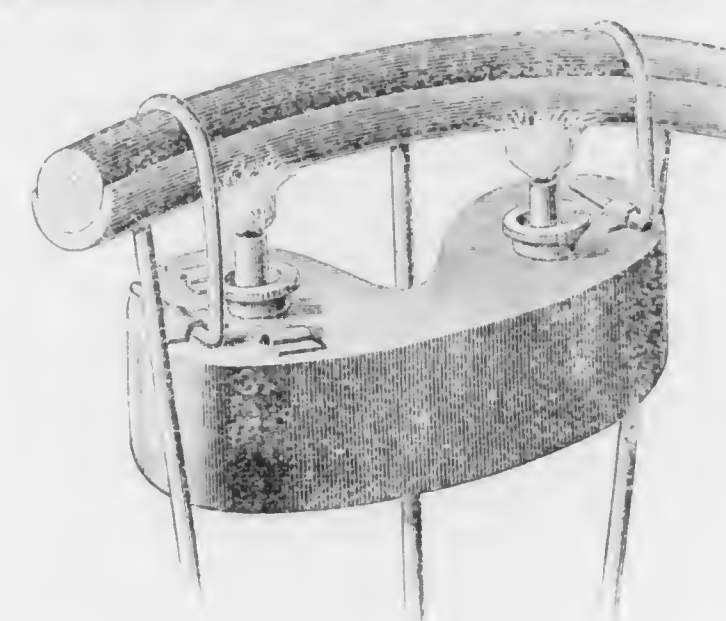
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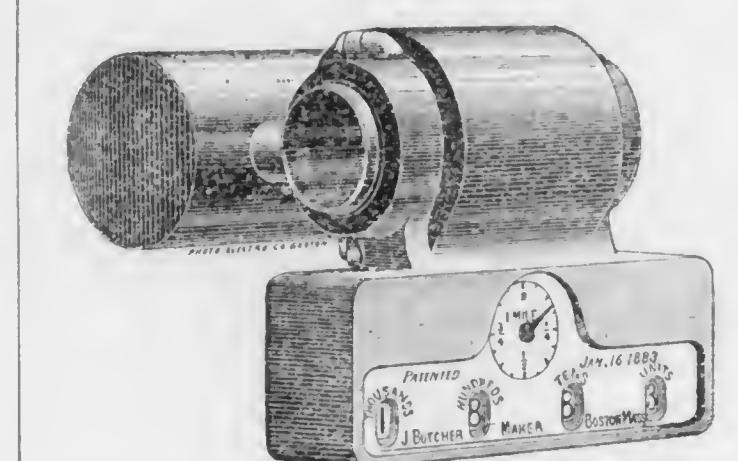
Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

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It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

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338 Washington St., Boston.

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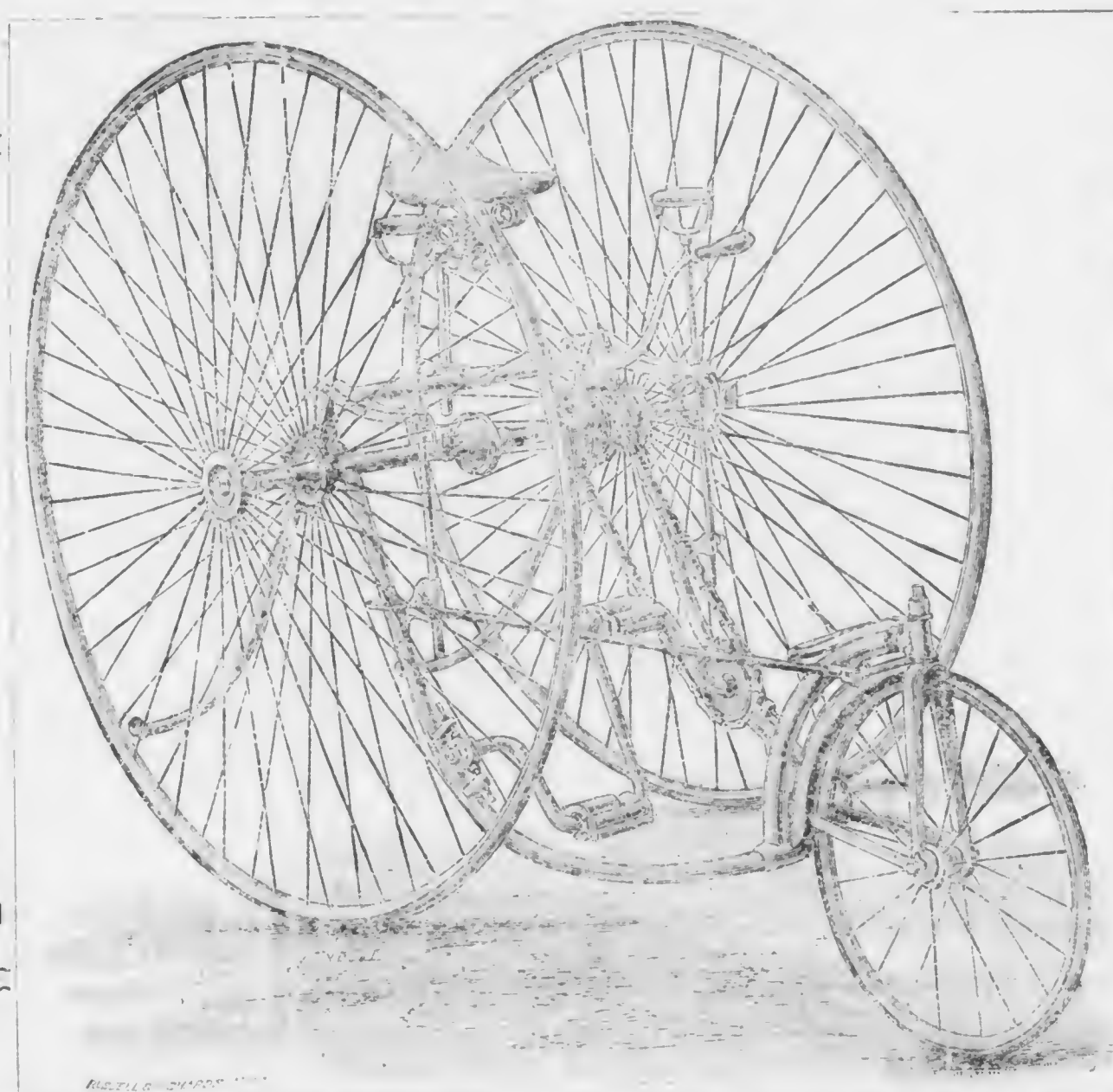
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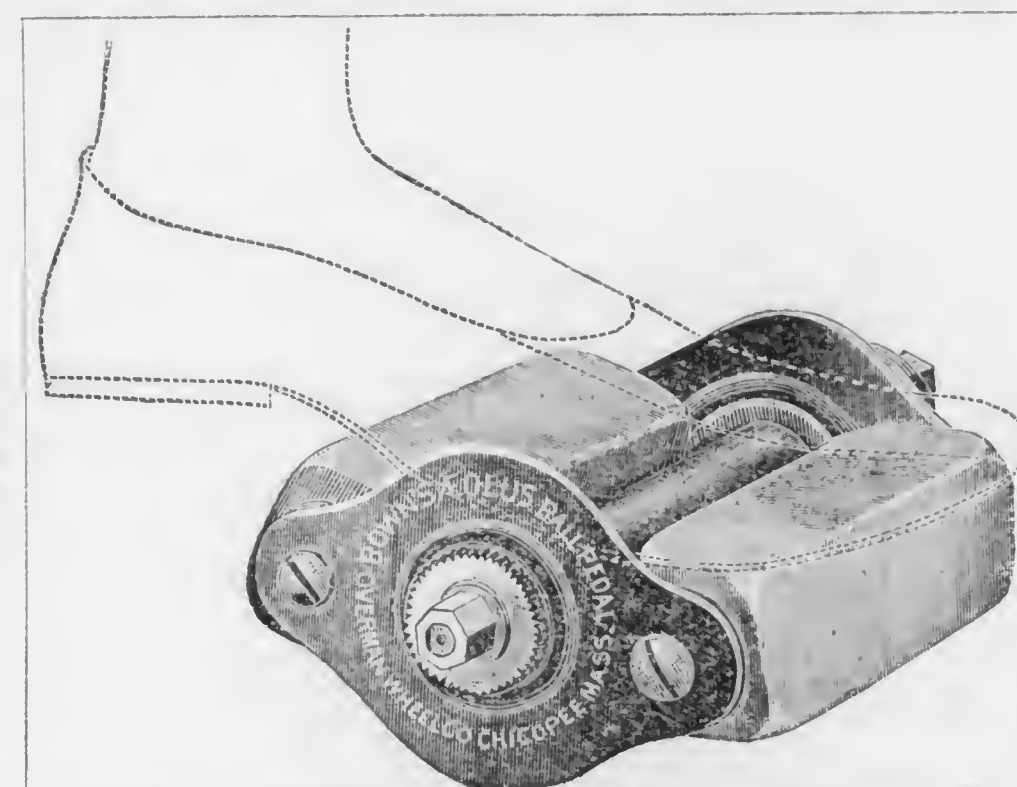
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BALL PEDALS  
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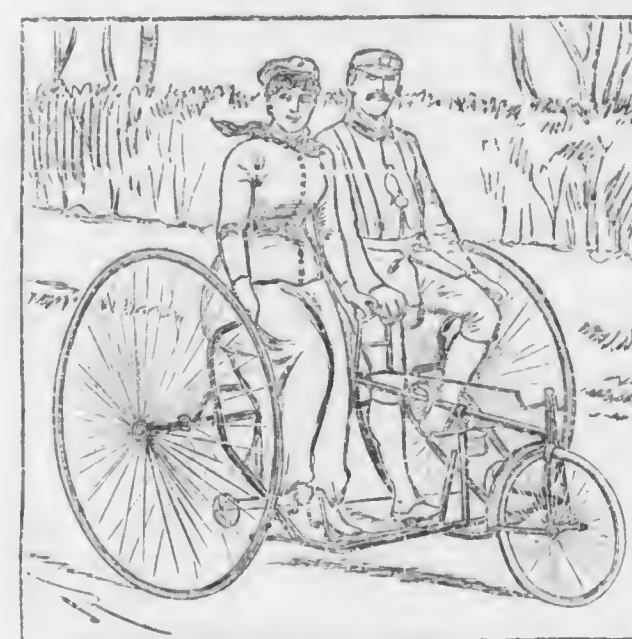
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Visitors will find our new headquarters in Section B, Nos. 1, 2, 3, 4, 5 and 6 of the above immense building, where, with factory, offices and salesrooms all under one roof, we have ampler space and largely increased facilities for the prompt dispatch of business, and shall be glad to give our best attention to the orders of our customers, old and new.

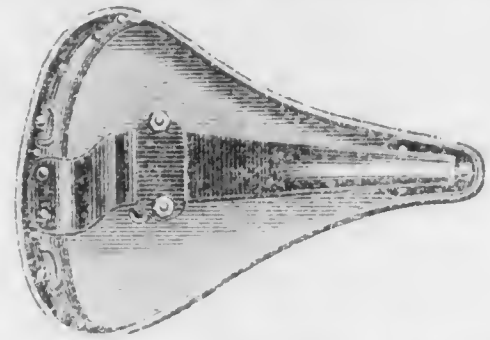
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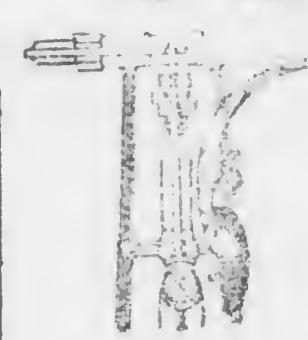
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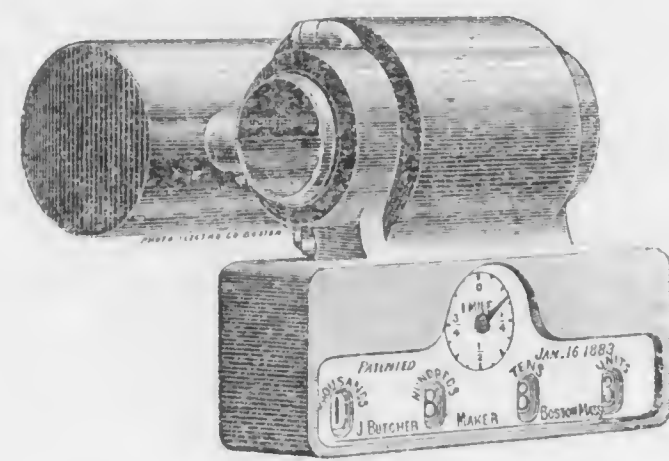
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ALWAYS RELIABLE,  
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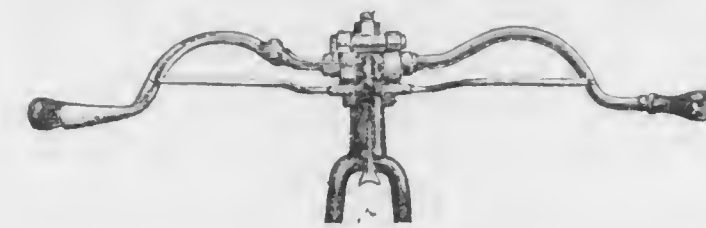
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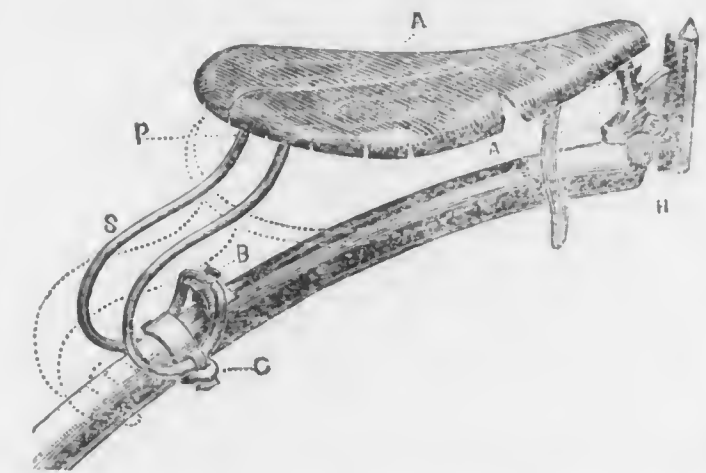
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Will allow the rider to strike on his feet when thrown from his machine.

Is as rigid as the original bar and will not wear nor work loose. Is fully guaranteed.

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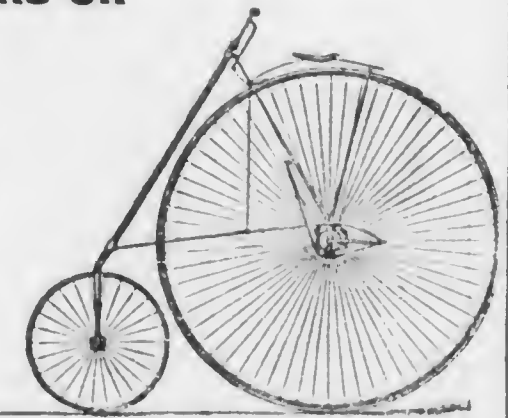
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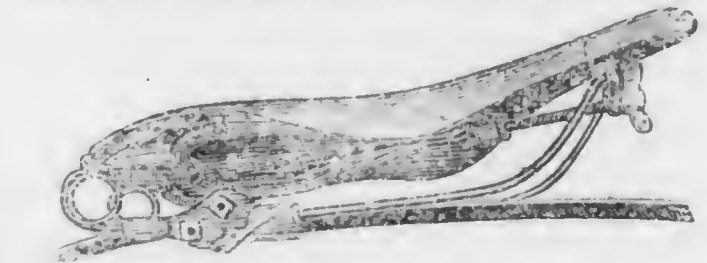
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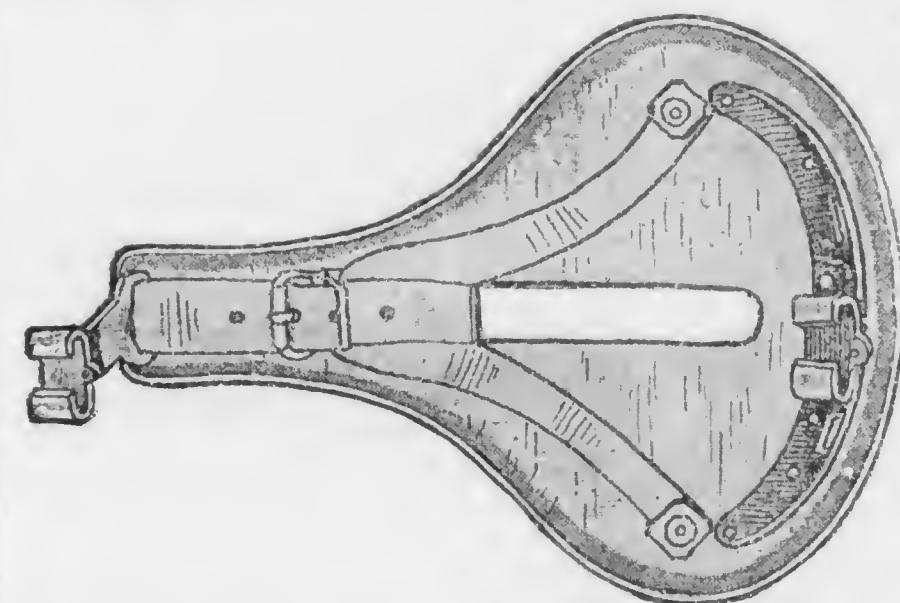


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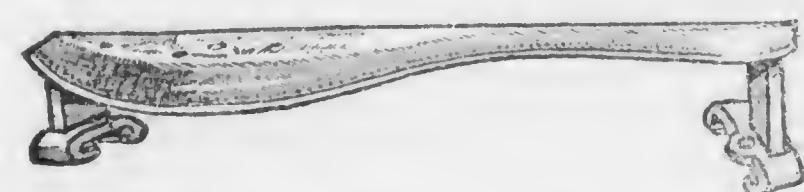
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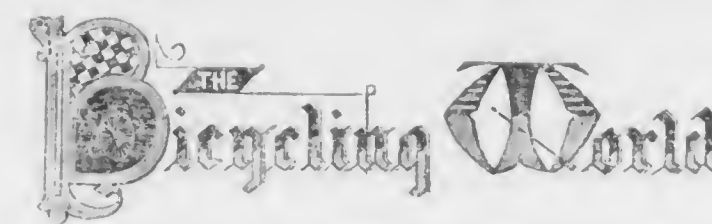
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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 12 DECEMBER, 1884.

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### OFF THE SIDEWALKS.

THE quiet town of Concord, Mass. has been thrown into a state of unwonted excitement, and all on account of the bicycle. About one dozen wheels are owned in Concord, and there is much riding indulged in by their owners. At the annual town meeting last spring, Mr. P. Keyes presented to the voters for con-

sideration a by-law prohibiting bicycling upon the sidewalks, and advocated its passage very strenuously. The matter came up in connection with several minor by-laws. Owing to some irregularity of their adoption they were rendered inoperative.

Mr. Keyes has been breathing threats against the wicked bicyclists ever since, and has recently said that he was bound to break up sidewalk bicycling, even if he had to make a personal matter of it. He has made a personal matter of it; whether he will do away with the custom remains to be seen. A few mornings since, Mr. and Mrs. Keyes were walking along the sidewalk, when Mr. Frank E. Cutter appeared riding upon his wheel, coming from the opposite direction. Mr. and Mrs. Keyes separated, and Mr. Cutter attempted to run between them. When he had got directly between them, however, they "closed up," and Mr. Keyes grabbed the machine, thereby causing Mr. Cutter to take a "header." Thereupon many hard words ensued, and the affair would probably have culminated in a soiree à la Sullivan, had Mrs. Keyes not been present. On Saturday Mr. Keyes had Cutter arrested for assault, and also attached his machine on a civil suit for damage to his clothes. The case came before Judge Keyes, father of the plaintiff, at the Middlesex Central District Court last week. He refused to try the case or to entertain a motion for its continuance, and referred his son to Associate Justice Thompson, who issued the warrant, but who declines to try the case on account of ill-health. It will be tried, if tried at all, by Associate Justice Scott, of Lexington.

The *Record* says: "Many people think that bicycling should be prohibited upon the sidewalk, but all condemn Mr. Keyes's method of bringing about such prohibition, and popular sympathy is all with Mr. Cutter."

Mr. Keyes's father seems to have better notions of what is right than his assaulting son.

### PROFESSIONAL COACHES.

THE expected action of the Harvard authorities forbidding the employment of professional coaches by the students of that university, will no doubt, if enforced, have a tendency to change the complexion of amateur athletics in this country.

We can congratulate ourselves that bicycling is comparatively free from the influence of professionalism, at least on this side of the Atlantic. In the best interests of all amateur sports we cannot but sympathize with the proposed action of the Harvard faculty, in that it tends to direct the attention of amateur competition to the proper channels.

The clever methods of the professional are worthy of all praise when practised by such, but these same methods become decidedly objectionable when adopted by men whose supposed object is honor only.

Any move which will give us the Si mon-pure article of amateurism, intact, is a step which must commend itself to all thinking lovers of sport. We admire the cleverness of the "prof," in its place; but we protest that the motives which prompt the amateur and professional are as diametrically opposite as the methods should be employed by each.

With Harvard in the van in favor of reforming and purifying amateur athletics, other colleges will follow. Some of them will do it because of the belief in it, and some will be forced to it. Having the permanent good of our specialty at heart we wish the Harvard rectifiers all success.

BOSTON is fast losing its prestige as a 'cycling centre. — *Amateur Athlete*.

Oh, no! We are not much of a racing centre, and if that is the only point to be considered, perhaps there is a loss. We still have our good roads, though, and this more than anything else will keep the centre of 'cycling about Boston. The loss will begin to be felt when prosperity leaves our clubs and our business houses. That time has not yet come.

In looking at the photograph of the start at New Haven, it happened to occur to us that the riders do not go the full distance. They are started with the bottom of the tire on the scratch line; the finish is taken by the front of the wheel. Necessarily there is two feet three inches shortage with a 54-inch wheel. The finish should be where the start is taken from. Let this attract the attention of the racing board this winter. — *Amateur Athlete*.

This comes from the official handicapper. We will give him a point, so that in future he will know something about bicycle racing. In starting a race the wheel should just touch the tape and the race is finished the moment the



wheel touches the tape at the finish. Oh no, brother, the finish is not taken by the front of the wheel, and your argument falls to the ground. The start and finish are taken from the same point.

By a display of our massive ignorance we have struck consternation to the hearts of our friends of the Buckeye Club, of Columbus, Ohio. They sent us an invitation to a "smoker," with a "weiner-wurst attachment." Our first thought was to the effect, "What the dickens is a weiner-wurst?" but knowing the weakness of our friends, it did not take us long to settle upon lager beer as the solution to the problem, and lager beer it went down—on paper. Our triumph was short lived; our ignorance, we fear, will always remain with us. Now comes a Columbus man to tell us all about a weiner-wurst. Hear him:—

"Out this way we have a compound that is manufactured from hops, barley malt, etc., with a water attachment that we call lager beer. This is a liquid; possibly you may have tasted it. If not, come out and I will fill you full of the fluid. Will take you right to the place where it is made, and you can drink until you can't stand; then you can lay down to it. We also have another compound that is called weiner-wurst. Now it is said that it is made from equal parts of veal and pork. This is chopped up fine and inserted into a long slim intestine of the Irish quail, commonly called the hog. Now this, when it is all finished up and ready for use, looks very much like a sausage. This aforesaid sausage (or rather alleged sausage, for it is hinted that veal and pork are not always used for the production, but sometimes, when stock is short, a good nice dog or pup is used), when ready to be served, is steamed and laid on a piece of bread with a spoonful of fresh grated horse-raddish, and in that condition is carried around the streets by a nice African citizen of American descent, who at short intervals cries out, hot! hot! hot! The cry is recognized, and the aforesaid citizen is always invited in to the club-house, where the hungry members are generally playing cribbage or whist. He produces a section of the weiner-wurst, and places it on a section of bread, with the aforesaid horse-raddish, and lays it on a piece of brown paper. It may be that it is to wipe your fingers on after eating the sausage; at any rate you always get the

brown paper with the weiner-wurst. You may still wonder what I am working up too. Well, to put you out of your misery I will give it to you, but don't give it away.

I have elucidated this fully that you may be able to tell the difference between lager beer and weiner-wurst when you come out this way. I do not wish you to show your ignorance by calling weiner-wurst, lager beer, when we set it before you. It costs all of a whole nickel, so you may see that it might possibly be mistaken for beer, as they both cost the same; but in nothing else do the two articles resemble each other."

That's the whole story. Our friend was talking about sausages, and we thought he meant lager. We are sorry. We could stand the lager; we doubt the sausage!

It would seem that so able a man as the editor of the *League Gazette* undoubtedly is, would not have to go far in search of necessary changes when the constitution lacks an article to provide for its alteration or amendment.

THE Railroad Committee of the L. A. W. promise to move on New England this winter.

THE *League Gazette* gets no correspondence in reference to its request for suggestions, and the editor is not happy.

We had the pleasure of riding last week a new tricycle, which differs radically from the machines now in use. It is propelled on the lever and clutch principle, and is capable of being geared up or down at the will of the rider to a very large degree. The model machine which we rode had 56-inch wheels, and was a front steerer. The levers work on a principle something like the Star, though the clutch is radically different and noiseless. By a chain attachment to the levers, the clutch is drawn around, and the movement backwards or forwards of the clip by which the chain is attached to the levers changes from power to speed. The machine will be changed somewhat when ready for market, the principal alteration being a reduction in size of the drivers. We found that it ran easily, and with considerable speed, and we have faith to believe that it will find favor with the public. Fred. R. White is the maker and patentee, and the machine will be called "The Cyclone."

THE Bown v. Humber suit will come up at an early day in the English courts. The suit is for an infringement of the patent for ball bearings, and is interesting all the trade, for a great deal depends on the decision.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Saddles.

*Editor Bicycling World:*—I notice your article from the *Wheel World* on Saddles, and your editorials on same. You say that it is the duty of every wheelman to give his fellows what information he can on the subject, and I cheerfully give my mite, for I believe that the majority of wheelmen are suffering from improperly fitting saddles.

Three years ago I found that the then popular style of padded saddle I was riding, while it was quite easy in its pliability to fit the form, had the tendency to crowd together and draw up in the centre. I could not obtain the pliable fitting from any other make to be found, and I could not rightfully endure the pressure. So I went to work to remedy the difficulty, and, after using up much leather and harness-maker's time, and much steel and blacksmith's time. I had a seat consisting of two straps each, about two inches wide and narrowing to the front, one terminating in a trap which passed around the neck of my Standard, and the other containing a buckle to receive it.

In the rear it was supported by the T cross bar of a spring which was clipped to the backbone, after the style of the since well-known original style of Duryea. I found in this greater comfort than I had ever known. The choking sensation, as I termed it, was entirely gone, there was no crowding up in the centre, the straps were entirely wide enough for my necessities, and it seemed like sitting on a real tangible nothing.

When my friends tried it I found it fitted some of them like myself, and for some it was much too narrow, so I widened the straps behind, and spread them apart in front so that they were wider than necessary for the widest-built rider that I could find, and when pressed together, laterally were narrow enough for the narrowest rider. This gave the tensorial strain when mounted by the rider, upward and outward thus holding the halves away from being crowded upon the perineum.

Of the hundreds who have since used this style of bifurcated or two-part saddle, but few recognize how much of the comfort is due to the bifurcation. It has also the advantage of equalizing the pressure of the weight of the rider on one half, and the other allowing a free compensating play to suit the movement of the thighs, and to take up any unequal stretching of the leather on one side or the other, so common among saddles.

I cannot agree with Dr. Strahan in his article published in the *Wheel World*, which you copy, when he says that the

entire weight of the body, as regards the saddle, should be borne by the ischian tuberosities.

Of course they should bear the most of the weight, but as much as you can relieve them, without undue pressure on adjoining parts, the better. Very much of saddle-soreness is due to this, and the friction of the thighs against the adjoining portions of the saddle. In the present popular styles of spring-supported saddle seats, or spring saddles, the leather conforms more closely to the form of the rider, and relieves these bones of a portion of the weight, distributing it to adjoining parts. Yet I consider these styles of saddles more liable to furnish the kind of injury depicted by Dr. Strahan than the long-distance saddle, unless they are treated in the manner advised by the *Wheel World*, that of cutting out a strip from the centre of the saddle extending along the neck to the ordinary aperture, for the additional flexibility gives additional tendency to crowd up in the centre.

I would suggest that after the leather is cut out from the centre of the saddle, the square edges should be thinned from the underside, and then soaked with water and turned down so as to leave a smooth round surface on top.

If there be no take-up to the leather, care should be used not to wet the leather further from the edge than necessary.

It is difficult to construct a saddle to fit all men alike. They differ greatly in width between the ischial tuberosities and between the thighs on the inside. Makers should either place on sale saddles of varying shapes and sizes to fit various customers, or provide them with proper lateral adjustments.

Another necessity to a properly constructed saddle is provision for balancing or pitching the point, so that it will stand about level on machines of all sizes and styles.

If the whole saddle is made adjustable in height to a limited extent to suit the length of the rider to his machine, it will frequently relieve him from the necessity of purchasing a new wheel, and if he finds his mount a trifle high for him he can relieve himself of the straining and throwing of his body forward on to the point of the saddle to reach his pedals.

FREEMAN LILLIBRIDGE.

ROCKFORD, ILL., 29 November, 1883.

### L. A. W. Gazette.

*Editor Bicycling World:*—Good papers increase the number of the reading public—poor papers decrease it; a good organ of an institution or a party makes it stronger—a poor one weakens it.

The L. A. W. *Gazette* is published too often. Once a week the League has not enough league matter for its members to make it necessary or justifiable to publish a gazette. Issue it bi-weekly, or even monthly, and there will be enough matter to make a respectable appearance,

and it will be looked forward to with interest.

Provide by a clause in the contract with the publishers that a specified standard of typographical excellence shall be maintained.

Secure for editor, if possible, one with experience in newspaper work, that the proof-reading may be thorough, and the sheet free from unnecessary blemishes. You can't have the editor in one place and the publishers in another, and bring out a weekly paper in proper form.

It costs no more to have a really good sheet monthly, or bi-weekly, than a poor one every week.

What shall we have next year?

L. H. P.

### Sociables v. Singles.

*Editor Bicycling World:*—I have read several communications, under the heading of "Singles" or "Sociables," and would like to say a word in favor of my pet combination. It consists of a Victor tricycle, 84-inch pattern geared to 42-inch, and a 42-inch Special Facile. I take the Victor when on a run alone, and the Facile when with the boys. Then, again, when I have a lady with me, I, of course, take the Facile, the small size of which puts me on a level with the fair one.

Some of our roads will not "hold" a tricycle, but the Facile seems to go almost anywhere; in and out of ruts and through mud and mire. While my correspondence does not fit the heading exactly, it will do for a practical hint, and as such I hope it will be taken.

Your suggestion concerning a race with peculiar machines is a good one, and the Facile, if well handled, would show up near the front.

JAMES S. DODSON,  
Pres. Alpha (Pa.) Wheel Club.

### Some of H. D. Corey's English Impressions.

"I CAREFULLY examined all the principal tracks in England. I consider that of the Crystal Palace at London to be the best, although the fastest time has been made at Leicester. The Crystal Palace track is round in shape, a third of a mile in circumference, measured twelve inches from the pole, and is from fifteen to twenty feet in width. It is composed of closely packed and hard rolled cinders. Through the courtesy of the track-keeper, I was allowed to try a machine upon it, and, from my experience, I was satisfied that it is not as fast as our Springfield or Hartford tracks. The next best track, in my opinion, is the Belgrave road at Leicester. This is the track on which the wonderful performances of the professionals, Wood and Howell, were accomplished, and the marvellous time of 2m. 31 $\frac{1}{2}$ s. made in the last mile of a twenty-mile race. It is not

exactly round, being in shape more like a lemon flattened on one end. The circumference and the surface are the same as at the Crystal Palace. The track at Lilliebridge resembles the Harvard College track on Holmes' field very closely, but its surface is not nearly as good. At this track most of the London racing men train. The track at Surbiton is not as good as the other, it having four round corners, but it was formerly regarded as one of the fastest of tracks. The track at Wolverhampton is very much like the one at Leicester. I did not have time to examine it very closely. They do not start in races in England by being pushed, as is the case here, but start themselves from a stool or block. This method makes the mile two or three seconds slower than the American way. Taking all the tracks together, few if any are equal to those at Hartford, Cambridge, and Springfield. [We think Mr. Corey is in error here. Professionals start from the stool or block, but amateurs have the push off the same as we do. Ed.] The machines in England are lighter than those made in this country, and my ordinary roadster, that I used for heavy riding, weighed but thirty-one pounds. This I used on all kinds of roads, and it was considered by all the riders to be of very respectable weight. The average weight for a 54-inch machine would run from thirty-four to thirty-six pounds, while many ride machines much lighter. I think the greatest drawback experienced by American riders is the machines used by them. It is impossible for a man to race and make fast time on a thirty-pound machine, and compete successfully with his English cousin on a twenty-two pound racer, if the riders are otherwise equally matched. Mount our American men on light racers of a reliable make, and give them proper training, and I have not the slightest doubt that we can equal, if not excel, our English cousins. A great deal more depends on the machine than I ever dreamed of. I believe that on a smooth track the very lightest machine is the best and fastest. The English manufacturers have got over the idea that the machines must be built to a certain weight to be strong. By their skill in manufacture and their attention to the minutest details in construction, they are enabled to make them very much lighter, and at the same time as strong and as rigid. I found that tangential spokes and hollow rims were by far the most desirable parts used in the construction of the machine, and balls over all, and curved handle bars were indispensable. The direct spoke and solid rim on the highest grade of the machine are now things of the past, and all the leading makers manufacture the tangent spokes. The roadster presented to me by Messrs. Rudge & Co, which I brought home with me, weighs but thirty-one pounds, and a 53 $\frac{1}{2}$ -inch racer weighs but twenty-one pounds. I also brought with me an ordinary double driver tricycle, of new pattern, that weighs seventy-five



pounds. Messrs. Rudge & Co. easily stand first among the manufacturers, their works being twice as large as any other. They employ about 700 men, and their capacity in the busy season is from 300 to 400 machines a week. I think they are the leading and largest manufacturers in the world. While riding about the country, I found three Rudges to two of any other make, while on the track the Rudge is pre-eminent. Next in importance come Singer & Co., the Coventry Machinist Company, and Messrs. Hillman, Herbert, & Cooper. They employ from 350 to 400 men each, and stand on about an equal footing, as far as reputation is concerned. All of these makers are as well known in this country as in England. While in Coventry I studied the construction of the bicycle very carefully, spending three weeks there. I started at the forge and went through to the shop where the machines are finished, marking every branch of the work. Messrs. Humber, Marriot, & Cooper of Nottingham, stand high in the list of manufacturers. They employ from 150 to 200 men, the reputation of their work is among the best, and the Humber is well and favorably known all over England. Beside these makers of repute, there are a host of smaller dealers, who turn out from twenty-five to fifty machines a week. Among them may be named Thomas Smith & Sons, the Surrey Machinist Company, Royal Mail, and Starley & Sutton.

"I met most of the noted amateurs and professionals, Hillier, Lee, Gossett, Webb, Cooper, Lurette, Bellows, Howell, Wood, Lees and Phillips. There are numerous bicycle clubs, but I saw no club-house that would bear anything like comparison with those of the Boston, Massachusetts, and Citizens' clubs. The English riders would doubtless be greatly surprised to see any of our larger club-houses. It is their custom to hire a room and furnish it with a few chairs and tables, though some of the larger club-houses have better quarters.

"I found the roads differed from the American in that they were slightly narrower, and were mostly formed of fine rocks and stone ground into a dust by heavy teaming, while the effect of the damp weather was to make the roadbed clayey on the surface. The roads wind a great deal, and are invariably lined by hedges. Unlike American villages, the English villages are clustered together, and the intervening spaces between the towns contain very few houses. These are invariably built of stone, and I did not see a solitary wooden structure. I was not at all surprised at the wonderful long-distance records that are made on these roads, but think that the roads within twenty miles of Boston would compare very favorably with them. In fact, I have seen worse roads in England than in this country, while many of our roads are much better. Races are held in some places on these roads, and on a level stretch at Surbiton, John Keen

used to do most of his training. It was a mile in length, and he has accomplished it in less than three minutes. One of the most famous roads in England is the one leading from Coventry to Kenilworth, five miles long. An American rider would be surprised to note what little difficulty is met with while wheeling in wet weather. No inconvenience is experienced beyond a slight throwing of mud.

"All the main roads branching out of London have stones marking every mile. These milestones are of great assistance to the tourist, as are also the sign-boards which are found on every side. In this particular, the English have a system, and seem to have it reduced to a science. In regard to road riders, I think, considering the difficulties Americans have to contend with, they are really superior to the English, who have few of our hills and rough places. The craze for light wheels produces intense rivalry on the road, and results in a process called 'scorching.' I had a taste of it myself. While at Surbiton I went out for a ride with Keene. We took the road for Ripley, which is twelve miles from Surbiton, and is one of the best. The route was lined with 'cyclists.'

"I had a Roadster, and Keene a Rudge Safety, which he invented, and out of which he can get a rare pace. Indeed, when he spurred no one could get anywhere near us. We passed 'Claremont,' the seat of the Duke of Albany, and also Sandring Park, a great racing place. We arrived at Ripley at 12.30, and put up at 'The Anchor,' an old-fashioned English inn, very homely, but very comfortable. Ripley is one of the most celebrated 'cycling resorts in England. About sixty wheelmen sat down to dinner, and we had a jolly time; I met here many of the noted English 'cyclists,' among whom were Cooper, Gossett, Webb, Larrette, and Bellows. A large party of us started together for Surbiton, with Cooper and Webb, the crack tricycle riders, on a Humber tandem. This machine, forward, looks like an ordinary bicycle with little wheel in front, which, however, does not touch the ground except when the occupants are thrown forward. The rear seat is behind a Humber bar, by which the tandem is guided. It is said that Cooper and Webb have made ten miles on the tandem in thirty-four minutes.

"Well, we started, and I got my first dose of 'scorching.' Keene told me that they were trying to run me off my legs, and I determined they would not. The pace was tremendous. Five miles from Ripley I took the lead, and made the pace hotter still. I found on the hills I had a great advantage, so I rushed at them as hard as possible. The tandem gradually fell behind, and Keene was content to let myself and two others have it out. Seven miles from Ripley I had a lead of a quarter of a mile, and waited for the others to come up. Two miles from Surbiton, Webb and Cooper, who had been saving themselves, dashed ahead, the

rest of us in hot pursuit. I caught up with them after we had gone about half a mile, and, as we neared Surbiton, put on all steam; the tandemites responded, but, cheered by the sight of the Angel Inn, I put in an extra shot for Uncle Sam, and drawing away, managed to beat them by about fifty yards, landing at the Angel almost a corpse.

#### Free Transportation.

PLEASE note the fact that the New York Lake Erie and Western Railroad has issued a circular to the effect that bicycles will hereafter be carried free over its lines when accompanied by owners, and at owners' risk. Baggage men are cautioned to handle the machines with care, and to afford good accommodations for wheels. This is a very liberal concession on part of the Erie Railroad, and will be of considerable value to wheelmen located on its lines. This road is entitled to much credit for this position, in view of the fact that it has heretofore refused to carry wheels at all, under misapprehension of the nature of the travel; but after a thorough examination (at the solicitation of the L. A. W. transportation committee) of the subject of wheel travel, and consulting with other railroads that had made free carriage for bicycles for a year or more, concluded it was but a proper concession to bicycle travel to carry wheels free, under above conditions.

B. B. AYERS,

Chairman Trans. Com. L. A. W.  
CHICAGO, 29 November, 1884.

#### A New Saddle.

MR. T. J. KIRKPATRICK, of Springfield, Ohio, writes us that he has been experimenting on a saddle for two years with the idea of relieving the pressure on the perineum, and that he has made one that answers the purpose. His attention was called by his family physician to the danger to be expected from hard riding, especially to the younger riders, several of whom have come to him for treatment. Mr. Kirkpatrick was even then working on a saddle, on the model of a Mexican burro saddle, which had been sent him as a present from the frontier. The result of his labors is "The Perfect Hygienic," a photograph of which he sends us. By bow springs, properly constructed and arranged front and back, all jar and jolting is saved. The writer claims for it that there is nothing about it to easily break or to get out of order, and that its lightness commends it. A wide cut in the centre prevents all pressure on the perineum, and to compensate for the leather cut out the seat is double through the central part. A patent is now pending, and the saddle will soon be put upon the market, when we shall expect to hear more about it.

THE Victor bicycle is announced for 1 March.

# THE RUDGE SAFETY,

MANUFACTURED BY

D. RUDGE & CO., Coventry, Eng.

(THE OLDEST AND LARGEST CYCLE MANUFACTURERS IN THE WORLD.)



Having been long pressed by our numerous customers, and in order to meet the growing demand for such a Machine, we have brought out the above "SAFETY" Bicycle, which, for lightness and strength, combined with High-class Workmanship, has no rival in the market. "The Rudge Safety" is, as its name implies, a bicycle combining the safety of a tricycle with the speed and ease of a bicycle. It is, in fact, a miniature Rudge with a hollow square bar extending from each side of the axle of the driving wheel down in a direct line with the front fork eight inches; to the lower end of these bars is attached a ball bearing, through which passes a short axle; on the end nearest the driving wheel is keyed a gear wheel having 15 teeth, and on the other end is a crank, having from five to six and one half inches throw. The front wheel is fitted with a hollow rim, seven eighths inch tire, and direct spokes. The hub is gun metal, and the flanges are 3 inches in diameter; the distance between the inner side of the flanges is 3 inches. The flanges are extended out three quarters of an inch on each side of the wheel, and have a row of teeth, nine in number, extending around them, the power being transmitted from the larger gear wheel, before mentioned, to the hub of the driving wheel by means of a Morgan patent endless chain, which, from its peculiar construction, allows more freedom and ease of motion with much less friction, than any other kind. It has Rudge's ball bearings to all frictional parts, including pedals, the front wheel bearing being of a specially constructed pattern for this wheel. The front forks, head, handle-bar, brake, backbone, spring, rear fork, etc., do not differ materially from the ordinary Rudge light roadster's. The rear wheel is 16 inches in diameter, fitted with a three-quarters inch hollow rim, three-quarters round tire and direct spokes, as well as with the Rudge ball bearings. The rake is about the same as the light roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on terra firma. The steering differs in no way from the ordinary bicycle, and is not "sensitive," as is the case when the forks are carried back of the centre of the wheel, instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a larger amount of rake, where the weight is thrown almost entirely on the small wheel. The weight of the machine complete, including saddle and pedals, is but 37 pounds. The extreme height is 42 inches, and the length 54 inches. It is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount, while in propelling and steering it equals the ordinary. It is extremely neat and graceful in appearance, and is well adapted to all kinds of road work, hill climbing and racing.

A 36-in. RUDGE "Safety" can be used by a rider of a 50-in. to 53-in. Bicycle.  
A 36-in. " " " " " 53-in. to 56-in. "  
A 40-in. " " " " " 57-in. to 60-in. "  
Our Standard Patterns are geared a 36-in. Machine to 56-in.  
" " " " " 38-in. " 58-in.  
" " " " " 40-in. " 60-in.

Price, Enamelled and Nickelled, fitted with Hollow Rims and Ball Pedals, \$140.

SOLE AGENTS FOR THE UNITED STATES,

STODDARD, LOVERING & CO.,  
BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED BEFORE ORDERING.

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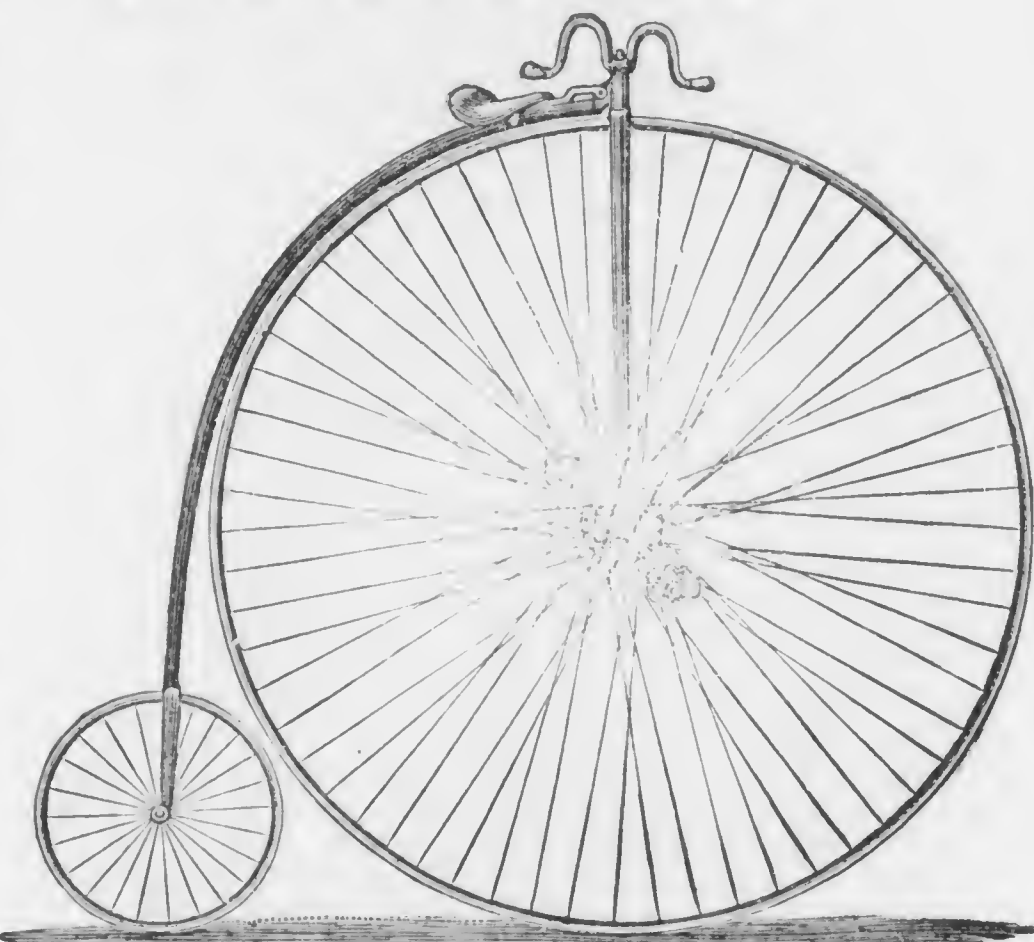
ONE HUNDRED MILE RECORD WON BY THE

## ROYAL MAIL.

S. G. Whitaker, of the Cambridge Club, on his 52-inch Royal Mail, October 15, rode 100 miles in 9 hours; actual riding time, 8 hours 6 minutes, thus gaining the fastest American Record for this distance.

## ROYAL MAIL SUMMARY FOR 1884.

Fastest one-mile record, 2.39, by John S. Prince; Second fastest mile, 2.39 2-5, by R. James; fastest 100 miles, 9 hours, by S. G. Whitaker. Many of the principal Amateur Races have been won by Royal Mails. Royal Mail also the leading Tricycle, having won the fastest records for 1-4, 1-2, 3-4, 1, 3 4 and 5 miles. Just received first lot of "Kangaroos" and a large lot of Royal Mails. Parties whom we have disappointed by not being able to fill their orders for Royal Mails on time can now find all sizes.



WILLIAM READ &amp; SONS - - - 107 WASHINGTON STREET, BOSTON.

BALLS ALL OVER.  
THE SANSPAREIL ROADSTER.Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oilier, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

## THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

## THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

## THE SANSPAREIL LIGHT ROADSTER,

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

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The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

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S. T. CLARK &amp; CO., Importers, BALTIMORE, Md.

## Prospects of the 'Cycling Trade in the United States.

As briefly intimated in our last issue, Mr. Hale, the London manager of the Coventry Machine Company (limited), of Coventry, the Holborn Viaduct, and elsewhere, has recently returned from a business tour in the United States, and, in the course of an interview with one of our staff, he remarked upon the prospects of the trade there, that, upon the whole, they are good, and better than might be inferred from the depressed state of trade generally. "There is a great difference," he continued, "between the 'cyclists' of this country and those of the States. Over here the majority of riders are contented if they can balance themselves well and get along without mishap, but over there the roads are so rough and so broken that something more than ordinary proficiency is necessary. The result is that a much harder class of riders are produced, who are highly educated in all that pertains to the machine, both as regards what may be termed legitimate riding and also in tricks. I was particularly struck with the different ways of mounting a machine—ways that amused as well as instructed. In the States tricycles may be said to be but in their infancy, or, at any rate, they have only just commenced to 'go.' This is mainly on account of the fact that ladies have taken to riding them. When I went out I took one of our tandems, and that was the first of the kind ever taken to America. Indeed, I might say that it was quite the rage; and, in their exaggerated style of speaking, I more than once heard the remark made by young men about it—'When I saw that machine it quite broke me up.' It took much better than the sociable; and before I came away I had taken a large number of orders for it, and left the same one behind. Sociables are hardly yet understood, although at Boston there is a club called the 'Nemo,' in which none but sociables are admitted, even to the exclusion of tandems, and which members, too, must join in pairs. On the whole, however, I think there is an excellent prospect for all kinds of makes, because those that are not much known at present have only to be pushed. At any rate I know, from my own observation, that, between the time of my previous visit to the States three years ago, and the visit just made, the trade has wonderfully developed.

"There are now two large firms there making bicycles, one the Pope Manufacturing Company, near Boston, who have their machines made for them by the Weed Sewing Machine Company, at Hartford, Conn.; and the other the Overman Wheel Company, at Chicopee, Mass. Neither of them, however, I believe, make tricycles. (Mr. Hale must have been incorrectly reported here. Ed.) One of these firms—I need not mention which—sold last year 5000 bicycles. We English manufacturers

are handicapped in sending over there in two ways. In the first place, Col. Pope, of the Pope Manufacturing Company, holds for America the whole of the patents pertaining to 'cycles, and every machine that enters the States for sale is subject to a royalty of \$10; and, in the second place, there is a customs duty of thirty-five per cent.; so that a bicycle which we can sell over here for 18*l.*, cannot be sold over there for less than \$140; and a tricycle here at 24*l.* is about \$190 there. These differences in price may be thought to be a barrier to the sale of the machines, but the fact is that, to whatever state of excellence the Americans may have attained in regard to lightly constructed things, such as huggies, railway and tramway cars, they certainly have not arrived at the perfection in the manipulating steel that we have over here, and the consequence is that an American-made bicycle or tricycle is a cumbersome affair compared to an English make. This, from a business point of view, works fairly well, and for this reason. When men begin to learn, they, as a rule, buy an American machine, but in a year or two they like to go in for something better, and they willingly pay our price, because of the lightness of our machines—an important point, I need hardly say, in view of the roughness of the roads. To corroborate this statement, when I was in Boston, to convince some sceptical folks, I put the tandem I took over with me into the scales, and it came out at ninety pounds. I next put in one of Overman's single machines, and that came out almost exactly twelve pounds heavier. (One machine was a racer, the other a roadster. Ed.) This unusual lightness in the case of our machines is partly accounted for by the hollow rims, in which the rubber tires are placed, carried out under a patent of ours. But after all said and done, we can deliver a tricycle as cheaply over there as they can sell one for of their own make. Front steerers, I think, are the favorites over there, as they are in England, although rear steerers run them very close.

"Springfield, Mass., is the great 'cycling centre in the Eastern States, as it is about half way between New York and Boston. They have there a splendid track at the Hampden Park, one of the finest in the world, it is said. Certainly I have seen no better. Boston, too, is an excellent place for wheelmen, and they have a fine club-house there. At New York, although the limits of the island render it necessary for the 'cyclist to go further afield for sport, yet they have there a very fine club-house, specially built. Three papers are supported, more or less vigorously, and altogether the enthusiasm is considerable. The principal exports from this country, in addition to our own, are made by Messrs. Rudge and the Royal Mail Company.

"With regard to the 'cycling trade generally, both in the States and in this country, it may be said to be on the whole

fairly satisfactory, but there is less excitement about it than there was a year or eighteen months ago, and all indications point to the conclusion that it will ultimately fall into the hands of a few large firms, as small houses will be unable to stand against the slackness, several of this latter class of makers having gone to the wall this year."—*The Ironmonger*.

## The Church on Wheels.

SYLVANUS, on his tricycle, was a lovely sight, but one which, upon its first introduction, filled Oakbury with consternation. To see a clergyman in a long black coat and broad-rimmed hat, working vigorously with muscular legs, and sending himself along at the rate of ten miles an hour, was an upheaval of all traditions. Only his popularity saved him. Indeed, old Mrs. Pierrepont, a parishioner in a chronic state of agerrievedness, wrote to the bishop on the subject. She called it a "bicycle machine," not exaggerating, but diminishing, so far as wheels went. The bishop was startled. A curate caecreering about the country on a couple of wheels did seem out of place. So his lordship wrote to the rector of Oakbury on the subject, and the rector handed the letter to Sylvanus. So far as he, the rector, was concerned, his curate might have flown about on a broomstick, if by so doing he kept the bother of the parish off his superior's hands.

Mr. Mordle, who was unable to see that his ordination vows debarred him from using such a convenient vehicle for getting from one end of the parish to another, did a bold thing. Knowing that the bishop was staying at a country house some twenty-five miles away, he threw himself early one morning into the saddle or seat, and used his nether limbs to such a purpose that just before lunch time his card was sent in to his lordship, and in ten minutes the bishop was gravely inspecting what Mrs. Pierrepont, when speaking to her friends, called a diabolical machine.

For some minutes the bishop stood on the door step, weighing the innocence or guilt of the inanimate creature at his feet, Sylvanus the while pleading its cause with his usual brisk vehemence and jerky dexterity. He expatiated on the size of his parish and on the wonderful assistance he derived from this modern invention for getting quickly over the ground. He showed his lordship the convenient little bag attached to the back, in which he carried his books of devotion, or, when occasion needed, some small creature comfort for the aged sick. He explained the action of the machine, and so raised the episcopal curiosity that an unheard of thing occurred. His lordship, gaiters and all, gravely installed himself in the seat, and, to the unutterable delight of several ladies and gentlemen who were gazing through the drawing-room windows, in a quiet, dignified, leisurely way, as behooves a bishop, actually propelled his sacred self



down the gravel path and up again, with no further damage than cutting up the edges of his host's lawn, and knocking a couple of stones out of a rocky. The tricycle triumphed! Although the bishop did not embody an eulogistic notice of it in his next charge to his clergy, he has been known on several occasions to recommend its use in outlying districts.—*From "A Family Affair" in the English Illustrated Magazine.*

## AMATEUR BICYCLE RECORDS.

## AMERICAN AND ENGLISH.

- 1 mile — Am. 38, Geo. M. Hendee, Springfield, 16 Oct. 1884.  
Eng. 39, H. A. Speechly, Crystal Palace, 23 Aug. 1884.  
1 mile — Am. 1.18 1/2, Sanders Sellers, Springfield, 17 Sept. 1884.  
Eng. 1.19 3/4, A. Thompson, Crystal Palace, 3 July 1884.  
1 mile — Am. 1.59, Geo. M. Hendee, Springfield, 16 Oct. 1884.  
Eng. 2.1 3/5, H. L. Cortis, Surbiton, 7 June 1882.  
1 mile — Am. 2.39, Sanders Sellers, Hartford, 9 Sept. 1884.  
Eng. 2.41 3/5, H. L. Cortis, Crystal Palace, 7 June 1882.  
2 miles — Eng. 5.33 2/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 5.42 3/5, H. W. Gaskell, Springfield, 17 Sept. 1884.  
3 miles — Eng. 8.32, G. L. Hillier, Crystal Palace, 25 Sept. 1884.  
Am. 8.50 2/5, Geo. Webber, Springfield, 17 Sept. 1884.  
4 miles — Eng. 11.24, G. L. Hillier, Crystal Palace, 25 Sept. 1884.  
Am. 11.55 2/5, L. B. Hamilton, Springfield, 17 Sept. 1884.  
5 miles — Eng. 14.18, G. L. Hillier, Crystal Palace, 25 Sept. 1884.  
Am. 14.51, H. W. Gaskell, Springfield, 17 Sept. 1884.  
6 miles — Eng. 17.33 3/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 18.50, L. B. Hamilton, Springfield, 18 Sept. 1884.  
7 miles — Eng. 20.30, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 21.57, L. B. Hamilton, Springfield, 18 Sept. 1884.  
8 miles — Eng. 23.28 4/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 24.15, John Brooks, Springfield, 16 Sept. 1884.  
9 miles — Eng. 26.22 2/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 28.6 2/5, John Brooks, Springfield, 16 Sept. 1884.  
10 miles — Eng. 29.19 2/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 31.4 2/5, Sanders Sellers, Springfield, 16 Sept. 1884.  
11 miles — Eng. 32.19 2/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 34.46, T. Midgley, Springfield, 20 Sept. 1883.  
12 miles — Eng. 35.15, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 38.55, T. Midgley, Springfield, 20 Sept. 1883.  
13 miles — Eng. 38.16, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 42.09, Ed. Pettus, Springfield, 20 Sept. 1883.  
14 miles — Eng. 41.26, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 45.34 3/5, Ed. Pettus, Springfield, 20 Sept. 1883.  
15 miles — Eng. 44.29 3/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 48.55, Ed. Pettus, Springfield, 20 Sept. 1883.  
16 miles — Eng. 47.26, P. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 52.11 3/5, C. D. Vesey, Springfield, 20 Sept. 1883.  
17 miles — Eng. 50.24, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 55.27 3/5, C. D. Vesey, Springfield, 20 Sept. 1883.  
18 miles — Eng. 53.20, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 58.54 3/5, Ed. Pettus, Springfield, 20 Sept. 1883.

- 19 miles — Eng. 56.15, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 1.22 2/5, Ed. Pettus, Springfield, 20 Sept. 1883.  
20 miles — Eng. 59.6 3/5, R. H. English, Crystal Palace, 11 Sept. 1884.  
Am. 1.54 4/6, Chas. F. Frazier, Springfield, 20 Sept. 1884.  
21 miles — Eng. 1.34 5/5, H. L. Cortis, Surbiton, 22 Sept. 1880.  
Am. 1.59 1/5, C. D. Vesey, Springfield, 20 Sept. 1883.  
22 miles — Eng. 1.6 3/5, H. L. Cortis, Surbiton, 22 Sept. 1880.  
Am. 1.42 5/6, E. D. Pettus, Springfield, 20 Sept. 1883.  
23 miles — Eng. 1.10 6/9, H. L. Cortis, Surbiton, 22 Sept. 1880.  
Am. 1.16 3/5, Ed. Pettus, Springfield, 20 Sept. 1883.  
24 miles — Eng. 1.13 2/5, H. L. Cortis, Surbiton, 22 Sept. 1880.  
Am. 1.20 5/5, H. J. Hall, Jr., Springfield, 20 Sept. 1883.  
25 miles — Eng. 1.16 4/5, H. L. Cortis, Surbiton, 22 Sept. 1880.  
Am. 1.23 1/9, C. F. Frazier, Springfield, 20 Sept. 1883.  
26 miles — Eng. 1.22 6/6, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.37 1/6, W. S. Clark, New York, 14 Feb. 1880.  
27 miles — Eng. 1.25 1/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.41 2/7, W. S. Clark, New York, 14 Feb. 1880.  
28 miles — Eng. 1.29 1/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.44 5/9, W. S. Clark, New York, 14 Feb. 1880.  
29 miles — Eng. 1.32 1/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.48 2/6, W. S. Clark, New York, 14 Feb. 1880.  
30 miles — Eng. 1.35 5/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.52 2/9, W. S. Clark, New York, 14 Feb. 1880.  
31 miles — Eng. 1.37 3/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 1.56 3/8, W. S. Clark, New York, 14 Feb. 1880.  
32 miles — Eng. 1.42 3/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.0 3/8, W. S. Clark, New York, 14 Feb. 1880.  
33 miles — Eng. 1.46 3/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.04 4/4, W. S. Clark, New York, 14 Feb. 1880.  
34 miles — Eng. 1.49 3/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.08 4/4, W. S. Clark, New York, 14 Feb. 1880.  
35 miles — Eng. 1.52 5/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.12 4/4, W. S. Clark, New York, 14 Feb. 1880.  
36 miles — Eng. 1.56 7/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.17 5/8, L. H. Johnson, New York, 21 Feb. 1880.  
37 miles — Eng. 2.0 1/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.20 5/8, L. H. Johnson (a).  
38 miles — Eng. 2.3 2/8, H. F. Wilson, Surbiton, 25 Aug. 1883.  
Am. 2.24 6/8, L. H. Johnson (a).  
39 miles — Eng. 2.6 4/9, M. H. Jephson, Crystal Palace, 29 July 1882.  
Am. 2.28 4/9, L. H. Johnson (a).  
40 miles — Eng. 2.10 5/4, M. H. Jephson (b).  
Am. 2.32 1/5, L. H. Johnson (a).  
41 miles — Eng. 2.13 3/5, M. H. Jephson (b).  
Am. 2.36 4/4, L. H. Johnson (a).  
42 miles — Eng. 2.16 5/4, M. H. Jephson (b).  
Am. 2.40 3/4, L. H. Johnson (a).  
43 miles — Eng. 2.20 1/4, W. K. Adam (b).  
Am. 2.43 1/4, L. H. Johnson (a).  
44 miles — Eng. 2.23 1/4, C. D. Vesey (b).  
Am. 2.47 2/5, L. H. Johnson (a).  
45 miles — Eng. 2.27 5/4, M. H. Jephson (b).  
Am. 2.51 2/4, L. H. Johnson (a).  
46 miles — Eng. 2.30 3/5, John Keith Falconer (b).  
Am. 2.54 5/9, L. H. Johnson (a).  
47 miles — Eng. 2.34 4/5, M. H. Jephson (b).  
Am. 2.58 3/4, L. H. Johnson (a).  
48 miles — Eng. 2.37 1/5, M. H. Jephson (b).  
Am. 3.0 2/5, L. H. Johnson (a).  
49 miles — Eng. 2.41 8/8, M. H. Jephson (b).  
Am. 3.0 9/8, L. H. Johnson (a).  
50 miles — Eng. 2.43 5/5, John Keith Falconer (b).  
Am. 3.0 1/4, L. H. Johnson (a).  
America has no accepted records above 50 miles.

The English records above that distance are as follows:—

- 51 miles, 2.55 2/4; 52 miles, 2.59 2/4; 53 miles, 3.2 5/10; 54 miles, 3.6 1/5, by Geo. Lacy Hillier, Crystal Palace, 29 Sept. 1884. (f)  
55 miles, 3.12 5/8; 56 miles, 3.13 3/10; 57 miles, 3.18 3/10; 58 miles, 3.21 3/10; 59 miles, 3.25 1/10; 60 miles, 3.28 3/10; 61 miles, 3.32 7/10; 62 miles, 3.35 3/5; 63 miles, 3.39 1/10; 64 miles, 3.42 2/8; 65 miles, 3.45 5/5; 66 miles, 3.49 2/10; 67 miles, 3.52 4/5; 68 miles, 3.56 1/2; 69 miles, 3.59 5/10; 70 miles, 4.3 1/7; 71 miles, 4.6 5/11; 72 miles, 4.10 2/11; 73 miles, 4.13 5/11; 74 miles, 4.17 3/11; 75 miles, 4.21 1/2; 76 miles, 4.24 4/5; 77 miles, 4.28 1/10; 78 miles, 4.31 3/8; 79 miles, 4.35 3/8; 80 miles, 4.38 2/8; 81 miles, 4.42 4/8; 82 miles, 4.45 1/5; 83 miles, 4.49 2/8; 84 miles, 4.52 3/8; 85 miles, 4.56 3/8; 86 miles, 5.0 4/9; 87 miles, 5.4 2/8; 88 miles, 5.8 1/10; 89 miles, 5.11 3/4; 90 miles, 5.15 2/7; 91 miles, 5.18 3/4; 92 miles, 5.22 3/8; 93 miles, 5.25 2/7; 94 miles, 5.28 4/7; 95 miles, 5.32 2/8; 96 miles, 5.36 1/7; 97 miles, 5.40 2/3; 98 miles, 5.43 2/5; 99 miles, 5.47 1/4; 100 miles, 5.50 5/5; F. R. Frazier, Crystal Palace, 27 July 1883.  
101 miles, 6.41 2/7; 102 miles, 6.56 4/9; 103 miles, 7.0 2/5; 104 miles, 7.4 8/10; 105 miles, 7.7 5/8; 106 miles, 7.12 4/5; 107 miles, 7.16 3/10; 108 miles, 7.20 4/10; 109 miles, 7.24 4/10; 110 miles, 7.28 3/10; 111 miles, 7.32 4/10; 112 miles, 7.36 3/10; 113 miles, 7.40 1/7; 114 miles, 7.45 2/11; 115 miles, 7.49 2/11; 116 miles, 7.52 5/11; 117 miles, 7.56 2/11; 118 miles, 8.0 1/10; 119 miles, 8.3 1/2; 120 miles, 8.7 2/5; 121 miles, 8.11 1/10; 122 miles, 8.15 3/10; 123 miles, 8.19 5/10; 124 miles, 8.23 5/10; 125 miles, 8.28 1/2; 126 miles, 8.32 1/2; 127 miles, 8.36 3/7; 128 miles, 8.40 4/10; 129 miles, 8.45 1/10; 130 miles, 8.49 2/8; 131 miles, 8.54 1/10; 132 miles, 8.58 1/2; 133 miles, 9.2 1/2; 134 miles, 9.6 3/5; 135 miles, 9.11 2/4; 136 miles, 9.15 5/11; 137 miles, 9.20 3/11; 138 miles, 9.25 3/11; 139 miles, 9.29 2/11; 140 miles, 9.33 5/11; 141 miles, 9.38 2/5; 142 miles, 9.43 2/3; 143 miles, 9.47 3/4; 144 miles, 9.52 1/3; 145 miles, 9.56 5/11; 146 miles, 9.59 3/4; Geo. Lacy Hillier, Crystal Palace, 29 Sept. 1884.

- (a). American Institute, New York, 21 Feb., 1880.  
(b). Crystal Palace track, 29 July, 1882.  
(c). The figures announced in the reports of this race gave 3.26 for 53 miles, and 3.72 for 54 miles. Our figures are those given by G. P. Coleman, official timekeeper of the N. C. U., in a table of the best on record compiled for *Wharfedale*. No reason is assigned for the change in the figures.

## Professional Bicycle Records.

## AMERICAN AND ENGLISH.

- 1 mile — Am. 40 2/5, R. A. Neilson, Springfield, 17 Sept. 1884.  
Eng. 41, W. Phillips, Leicester, 31 July, 1880.  
1 mile — Eng. 1.26, K. Howell, Leicester, 18 Aug. 1883.  
Am. 1.21, R. Howell, Springfield, 17 Sept. 1884.  
1 mile — Am. 1.59 2/5, R. Howell, Springfield, 17 Sept. 1884.  
Eng. 1.59 4/5, R. Howell, Leicester, 18 Aug. 1883.  
1 mile — Am. 2.39, J. S. Prince, Springfield, 17 Sept. 1884.  
Eng. 2.40 4/5, R. Howell, Leicester, 18 Aug. 1883.  
2 miles — Eng. 5.36 4/5, John Keen, Cambridge, 21 May, 1882.  
Am. 5.45 3/5, W. M. Woodside, Springfield, 17 Sept. 1884.  
3 miles — Eng. 8.39, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 8.36 2/5, R. Howell, Springfield, 16 Sept. 1884.  
4 miles — Eng. 11.39, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 12.11 3/5, R. Howell, Springfield, 19 Sept. 1884.  
5 miles — Eng. 14.28, R. Howell, Wolverhampton, 8 Oct., 1882 (c).  
Am. 15.2 2/5, R. Howell, Springfield, 19 Sept. 1884.  
6 miles — Eng. 17.34, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 18.24 4/5, W. M. Woodside, Springfield, 17 Sept. 1884.  
7 miles — Eng. 20.39, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 21.17 2/5, W. M. Woodside, Springfield, 17 Sept. 1884.  
8 miles — Eng. 23.29, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 24.21 3/5, W. M. Woodside, Springfield, 17 Sept. 1884.  
9 miles — Eng. 26.28, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 27.21 3/5, W. M. Woodside, Springfield, 17 Sept. 1884.  
10 miles — Eng. 29.20, F. Lees, Leicester, 11 Aug. 1884 (c).  
Am. 30.7 1/5, R. Howell, Springfield, 17 Sept. 1884.

- 11 miles — Eng. 32.19, F. Lees, Leicester, 18 Aug. 1883 (c).  
Am. 35.25 1/5, R. James, Springfield, 20 Sept. 1883.  
12 miles — Eng. 35.17, F. Lees, Leicester, 18 Aug. 1883 (c).  
Am. 38.52 2/5, John Keen, Springfield, 20 Sept. 1883.  
13 miles — Eng. 38.11, F. Lees, Leicester, 18 Aug. 1883 (c).  
Am. 42.19 2/5, R. James, Springfield, 20 Sept. 1883.  
14 miles — Eng. 41.19, F. Lees, Leicester, 18 Aug. 1883 (c).  
Am. 45.49 3/5, W. J. Morgan, Springfield, 20 Sept. 1883.  
15 miles — Eng. 44.12, F. Lees, Leicester, 18 Aug. 1883 (c).  
Am. 49.15, W. J. Morgan, Springfield, 20 Sept. 1883.  
16 miles — Eng. 47.10, Fred Lees, Leicester, 18 Aug. 1883 (c).  
Am. 52.11 1/5, John S. Prince, Springfield, 20 Sept. 1883.  
17 miles — Eng. 50.6, Fred Lees, Leicester, 18 Aug. 1883 (c).  
Am. 56.12, Robt. James, Springfield, 20 Sept. 1883.  
18 miles — Eng. 53.56, Fred Lees, Leicester, 18 Aug. 1883 (c).  
Am. 59.45 1/5, R. James, Springfield, 20 Sept. 1883.  
19 miles — Eng. 55.47, Fred Lees, Leicester, 18 Aug. 1883 (c).  
Am. 1.3 2/6, R. James, Springfield, 20 Sept. 1883.  
20 miles — Eng. 58.34, Fred Lees, Leicester, 18 Aug. 1883 (c).  
Am. 1.6 3/10, H. W. Higham, Springfield, 20 Sept. 1883.  
21 miles — Eng. 1.4 4/5, T. Battensby, Leicester, 2 Aug. 1884.  
Am. 1.11 1/4, John S. Prince, Boston, 25 May, 1882.  
22 miles — Eng. 1.7 5/8 2/5, T. Battensby, Leicester, 2 Aug. 1884.  
Am. 1.14 3/4, John S. Prince, Boston, 25 May, 1882.  
23 miles — Eng. 1.11 1/2, T. Battensby, Leicester, 2 Aug. 1884.  
Am. 1.36 5/9, John S. Prince, Boston, 25 May, 1882.  
24 miles — Eng. 1.11 3/4 2/5, T. Battensby, Leicester, 2 Aug. 1884.  
Am. 1.22 3/8, John S. Prince, Boston, 25 May, 1882.  
25 miles — Eng. 1.17 2/9 4/5, T. Battensby, Leicester, 2 Aug. 1884.  
Am. 1.26 7/9, W. M. Woodside, Chicago, 15 Dec. 1883.  
26 miles — Eng. 1.24 2/4, John Keen, Surbiton, 23 Aug. 1880.  
Am. 1.30 4/4, John S. Prince, Boston, 25 May, 1882.  
27 miles — Eng. 1.27 5/8, John Keen, Surbiton, 23 Aug. 1880.  
Am. 1.34 1/5, John S. Prince, Boston, 25 May, 1882.  
28 miles — Eng. 1.31 2/5, John Keen, Surbiton, 23 Aug. 1880.  
Am. 1.38 5/11, John S. Prince, Boston, 25 May, 1882.  
29 miles — Eng. 1.42 5/11, John S. Prince, Boston, 25 May, 1882.  
Am. 1.45 2/5, John S. Prince, Boston, 25 May, 1882.  
30 miles — Eng. (No record).  
Am. 1.48 1/4, W. M. Woodside, Chicago, 15 Dec. 1883.  
31 miles — Am. 1.51 2/4, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
32 miles — Eng. 1.48 1/8, G. W. Waller (d).  
Am. 1.55 6/4, D. Stanton, New York, 14 Feb. 1880.  
33 miles — Am. 1.59 3/4, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
34 miles — Eng. 1.55 2/9, G. W. Waller (d).  
Am. 2.2 1/4, D. Stanton, New York, 14 Feb. 1880.  
35 miles — Eng. 1.50 2/4, Fred Lees, Leicester, 5 July, 1884.  
Am. 2.2 5/6, W. M. Woodside, Chicago, 15 Dec. 1883.  
36 miles — Eng. 2.2 5/6, G. W. Waller (d).  
Am. 2.9 4/11, D. Stanton, New York, 14 Feb. 1880.  
37 miles — Am. 2.13 2/3, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
38 miles — Eng. 2.9 3/1, G. W. Waller (d).  
Am. 2.15 1/2, D. Stanton, New York, 14 Feb. 1880.

- 39 miles — Am. 2.20 5/8, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
40 miles — Eng. 2.13 1/4, Tom Battensby, Leicester, 5 July, 1884.  
Am. 2.24 1/8, D. Stanton, New York, 14 Feb. 1880.  
41 miles — Am. 2.2 3/4, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
42 miles — Eng. 2.23 2/7, G. W. Waller (d).  
Am. 2.32 1/9, D. Stanton, New York, 14 Feb. 1880.  
43 miles — Am. 2.36 3/8, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
44 miles — Eng. 2.30 2/5, G. W. Waller (d).  
Am. 2.39 5/8, D. Stanton, New York, 14 Feb. 1880.  
45 miles — Eng. 2.28 5/8, T. Battensby, Leicester, 5 July, 1884.  
Am. 2.43 5/11, D. Stanton, New York, 14 Feb. 1880.  
46 miles — Eng. 2.37 3/9, G. W. Waller (d).  
Am. 2.47 5/11, D. Stanton, New York, 14 Feb. 1880.  
47 miles — Am. 2.51 4/11, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
48 miles — Eng. 2.44 3/7, G. W. Waller (d).  
Am. 2.55 3/9, D. Stanton, New York, 14 Feb. 1880.  
49 miles — Am. 2.59 9/9, D. Stanton, New York, 14 Feb. 1880.  
Eng. (No record).  
50 miles — Eng. 2.47 2/10, Fred Wood, Leicester, 5 July, 1884.  
Am. 2.59 1/5, John S. Prince, Boston, 9 June, 1882.  
51 miles — Am. 3.16 6/1, John S. Prince (c).  
Eng. (No record).  
52 miles — Eng. 2.58 4/3, G. W. Waller (d).  
Am. 3.10 5/4, John S. Prince (c).  
53 miles — Am. 3.24 1/8, John S. Prince (c).  
Eng. (No record).  
54 miles — Eng. 3.52 3/4, G. W. Waller (d).  
Am. 3.20 1/4, John S. Prince (c).  
55 miles — Am. 3.58 5/8, John S. Prince (c).  
Eng. (No record).  
56 miles — Eng. 3.13 2/4, G. W. Waller (d).  
Am. 3.36 5/9, John S. Prince (c).  
57 miles — Am. 3.40 5/8, John S. Prince (c).  
Eng. (No record).  
58 miles — Eng. 3.20 8/8, G. W. Waller (d).  
Am. 3.45 6/8, John S. Prince (c).  
59 miles — Am. 3.49 1/8, John S. Prince (c).  
Eng. (No record).  
60 miles — Eng. 3.27 4/5, G. W. Waller (d).  
Am. 3.53 3/9, John S. Prince (c).  
61 miles — Am. 3.52 4/8, John S. Prince (c).  
Eng. (No record).  
62 miles — Eng. 3.34 1/8, G. W. Waller (d).  
Am. 4.2 1/4, John S. Prince (c).  
63 miles — Eng. (No record).  
64 miles — Eng. 3.11 3/4, G. W. Waller (d).  
Am. 4.10 3/4, John S. Prince (c).  
65 miles — Am. 4.11 3/4, John S. Prince (c).  
Eng. (No record).  
66 miles — Eng. 3.48 4/9, G. W. Waller (d).  
Am. 4.17 5/9, John S. Prince (c).  
67 miles — Am. 4.21 3/5, John S. Prince (c).  
Eng. (No record).  
68 miles — Eng. 3.56 1/2, G. W. Waller (d).  
Am. 4.25 9/9, John S. Prince (c).  
69 miles — Am. 4.28 1/9, John S. Prince (c).  
Eng. (No record).  
70 miles — Eng. 4.3 3/4, G. W. Waller (d).  
Am. 4.32 1/9, John S. Prince (c).  
71 miles — Am. 4.35 4/9, John S. Prince (c).  
Eng. (No record).  
72 miles — Eng. 4.10 4/5, G. W. Waller (d).  
Am. 4.39 1/9, John S. Prince (c).  
73 miles — Am. 4.43 2/9, John S. Prince (c).  
Eng. (No record).  
74 miles — Eng. 4.17 5/9, G. W. Waller (d).  
Am. 4.47 1/9, John S. Prince (c).  
75 miles — Am. 4.51 5/9, John S. Prince (c).  
Eng. (No record).  
76 miles — Eng. 4.25 7/9, G. W. Waller (d).  
Am. 4.56 1/8, John S. Prince (c).  
77 miles — Am. 5.0 1/9, John S. Prince (c).  
Eng. (No record).  
78 miles — Eng. 4.32 1/4, G. W. Waller (d).  
Am. 5.5 3/9, John S. Prince (c).  
79 miles — Am. 5.0 2/9, John S. Prince (c).  
Eng. (No record).  
80 miles — Eng. 4.39 1/9, G. W. Waller (d).  
Am. 5.14 2/9, John S. Prince (c).  
81 miles — Am. 5.18 4/5, John S. Prince (c).  
Eng. (No record).  
82 miles — Eng. 4.46 2/9, G. W. Waller (d).  
Am. 5.23 9/9, John S. Prince (c).  
83 miles — Am. 5.27 1/4, John S. Prince (c).  
Eng. (No record).

- 84 miles — Eng. 4.53 3/4, G. W. Waller (d).  
Am. 5.32 1/10, John S. Prince (c).  
85 miles — Am. 5.36 5/10, John S. Prince (c).  
Eng. (No record).  
86 miles — Eng. 5.0 4/5, G. W. Waller (d).  
Am. 5.11 2/7, John S. Prince (c).  
87 miles — Am. 5.0 9/10, John S. Prince (c).  
Eng. (No record).  
88 miles — Eng. 5.8 1/10, G. W. Waller (d).  
Am. 5.50 4/10, John S. Prince (c).  
89 miles — Am. 5.55 2/7, John S. Prince (c).  
Eng. (No record).  
90 miles — Eng. 5.15 1/3, G. W. Waller (d).  
Am. 6.0 4/10, John S. Prince (c).  
91 miles — Am. 6.5 3/10, John S. Prince (c).  
Eng. (No record).  
92 miles — Eng. 5.22 2/7, G. W. Waller (d).  
Am. 6.0 5/10, John S. Prince (c).  
93 miles — Am. 6.14 2/9, John S. Prince (c).  
Eng. (No record).  
94 miles — Eng. 5.29 5/10, G. W. Waller (d).  
Am. 6.19 5/10, John S. Prince (c).  
95 miles — Am. 6.23 4/3, John S. Prince (c).  
Eng. (No record).  
96 miles — Eng. 5.37 1/2, G. W. Waller (d).  
Am. 6.28 1/4, John S. Prince (c).  
97 miles — Am. 6.32 1/4, John S. Prince (c).  
Eng. (No record).  
98 miles — Eng. 5.44 2/2, G. W. Waller (d).  
Am. 6.37 1/6, John S. Prince (c).  
99 miles — Am. 6.41 4/4, John S. Prince (c).  
Eng. (No record).  
100 miles — Eng. 5.51 7/7, G. W. Waller (d).  
Am. 6.50 5/5, John S. Prince (c).

(c) Chicago, 23 Oct. 1883.  
(d) Edinburgh, 7 May, 1880. These records are a little "shady," though they are accepted by the best English and American authorities.

(e) On 23 August, 1884, was run the 20-mile championship at Leicester. The times given showed the records to have been broken from 3 to 15 miles, but the manager refused to allow the press inside the enclosure, and the timekeeper was not checked. For this reason the records have never been accepted. The times made were: 3 miles, 8.30, Fred Wood; 4 miles, 11.27, Tom Battensby; 5 miles, 12.17, 6 miles, 17.15; 7 miles, 20.12, Fred Wood; 8 miles, 23.7, T. Battensby; 9 miles, 26.6, Wood; 10 miles, 28.5, Battensby; 11 miles, 32.1; 12 miles, 35.7, Wood; 13 miles, 38.6, Howell; 14 miles, 41.9, Battensby; 15 miles, 44.9, Wood.

## MISCELLANEOUS RECORDS.

## AMERICAN.

Long distance record, 200 1/16 miles in 24 hours, by T. S. Webb and John Tacy, Lawrence, Mass., 17 Oct., 1883.  
100 mile road record, 9 hours, by S. Whitaker, Cambridge, Mass., 21 Oct. 1884.

## HOLDERS OF LEAGUE CHAMPIONSHIPS.

4 mile, Geo. Collier, Cleveland, Ohio.  
1 mile, Geo. M. Hendee, Springfield, Mass.  
2 and 5 mile, vacant.  
3 mile, B. W. Hanna, Washington, D. C.  
10 mile, vacant.  
25 mile, C. F. Frazier, Smithville, N. J.

## TANDEM BICYCLE.

1/4 mile, 46, R. F. and W. C. Stahl. 1/2 mile, 1.32 3/5, R. F. and W. C. Stahl. 3/4 mile, 2.25 3/5, R. F. and W. C. Stahl, Springfield, 18 Sept. 1 mile, 3.13 3/5, R. F. and W. C. Stahl, Springfield, 17 Sept. 2 mile, 6.55 2/5, C. H. Miller and F. Brown, Springfield, 17 Sept. 3 mile, 10.14 1/5, C. H. Miller and F. Brown, Springfield, 1



## CURRENTE CALAMO

MR. W. J. HARRIS is temporarily filling the place of Mr. C. S. Howard, the cycling editor of the *Globe*, and Boston correspondence of the *Wheel* (Lewee).

HUDSON & CO., of London, England, have put upon the market a patent coupling, by which two tricycles can be converted to a tandem with little trouble. When used with the ordinary front steerers the little wheels are removed, and the steering rod of the front machine is connected with the coupling behind, and the two wheels are pulled around to change direction. A compensating joint, like that used in the tandem bicycle, is also employed.

SINGER & CO., announce a small geared-up safety bicycle, fitted with front fork on the principle of the Xtra.

A FRICTION paste for increasing the brake power of tricycles is announced. What's the matter with rosin?

THE advertisement of *Wheeling* recently published in our paper, has led to several requests for sample copies. All such requests should be sent to the office of *Wheeling*. We do not have sample copies of any paper save our own.

"CINDERELLA" is to be the Christmas pantomime at the Standard Theatre, London, but instead of the gorgeous carriage formerly used to convey Cinderella to the ball, a sociable will be used, and the clown and pantaloons will do much funny business on the same machine.

THE *Cycling Times* gives us in its issue of 25 November, an alleged picture of the fracas between Howell and Sellers, at the United States Hotel in this city. It proves to be the same as that published in the *Police Gazette* just after the affair, and shows a fight between two men in base ball costume, in which one has the other by the throat, who meanwhile tries to brain his assailant with a junk bottle. The scene is laid in a bar-room. The picture is as wide of the mark as the general run of illustrations which adorn the pages of the *Police Gazette*, and we are surprised that a reputable paper should use such a picture. The *Times* cannot certainly understand the unsavory reputation which the paper has in this country. Howell has written a letter threatening a libel suit should the picture be produced, and we think he has good ground for such.

T. S. MILLER & CO., of Chicago, have sent us a very neat calendar with monthly slips, attached to a card bearing a steel engraving of a bicyclist on the road.

SEVERAL parties have booked orders with us for the Xmas numbers. We will send all such when the books arrive, which will be at an early date.

NEATSFOOT oil will put a good polish on your enamel.

DE CIVRY has challenged Medinger for the championship of France, and, as

he has received no reply, he claims the title of champion for both bi and tri.

KEEP the WORLD of this week. The records will be useful to you next season.

THE house-warming which the Massachusetts Club proposes to hold will be a sweeter, we hear. Cyclers generally find it hard work to "warm" the Massachusetts Club, but they can now take it out of the house.

THE Facile people have outgrown their quarters, and taken larger ones. The little wheel holds its own in the face of much opposition, and the makers can sell all that they can make.

DE CIVRY has been riding a Rudge Safety in a race at Paris 16 October. The race was ten kilometres, and De Civry easily ran away from eleven other contestants mounted on the ordinary crank machine.

THE N. C. U. is after the corporation of Maidenhead with a long stick. The corporation has voted to prohibit wheel riding at a faster pace than six miles an hour, but the action must be approved by the Home Secretary, and on this officer the N. C. U. will put in its work with good prospect of success.

THE Blue Bell at Milton will be reopened before long.

MESSRS. D. RUDGE & CO. have presented General and Mrs. Mite with a convertible tricycle. The machine complete weighs but 24 pounds, is a marvel of ingenuity, and the workmanship could not be excelled. The driving wheels are 20 inches in diameter, and the two diminutive guiding wheels are but 8 inches.

AND now come those who question Alfred Nixon's records of rides to Edinburg and John-o'-Groats, but, unlike Webb and Sutton, who placed their proofs at the disposal of the doubters, Nixon refuses to let his proofs go out of his hands.

ALBERT H. OVERMAN, of Chicopee, Mass., and Wm. Bown, of Birmingham, have taken out English patents for improvements in wheels of cycles and carriages, and in the manner of attaching spokes to the same. Also a patent for an improved pedal.

THE Concord (Mass.) consulship C. T. C., will pass this week into the hands of Mr. John S. Pratt, the present incumbent, F. Alcott Pratt, being about to assume the duties of State consul for Massachusetts.

BY the fire on Thanksgiving Day, G. R. Bidwell & Co. lost upwards of one hundred machines. The fire originated by spontaneous combustion among a lot of oiled cleaning rags kept in lockers by those who kept their machines with the firm. Total loss \$8,000, well covered by insurance. A new store has been secured, and the firm will continue business as usual. We hope to see the firm out of their difficulty at an early day.

THE *Wheelman's Gazette* for Decem-

ber has pictures of Sanders Sellers and Ed. F. Landy.

WE have received an advanced copy of the Springfield *Wheelman's Gazette*, and find it brim full of interesting matter as usual.

ELIOT NORTON and Frank L. Dean have signed for the bicycle race, as representatives of Harvard, in the bicycle race at the inter-collegiate games at Mott Haven, in the spring. They will immediately go into training under Mr. Lathrop, who was recently appointed director of athletics by the faculty.

G. R. BIDWELL & CO., New York, suffered a loss by fire in their establishment Thanksgiving night, but were fully covered by insurance.

THE New York Athletic Club have decided not to make the change in their club-house, which proposed giving up their wheel room.

MONTREAL is putting on holiday attire. The ice palace will be larger than ever; the toboggan will slide, and the snow shoe will glide. The Athletic Association is booming; twenty-four members elected last week, and thirty-five members proposed. Mark Twain has joined, and Grover Cleveland is expected to be a guest of the club during the carnival.

WE saw last week the tricycle which Stoddard, Lovering & Co. will run on next season. It is a central geared Rudge, with 6-inch wheels, balls all over, tangent spokes, push brake, chain guard of leather, etc. Weight, seventy pounds. It will be sold at a moderate price.

## RACING NEWS

Howell v. Prince.

Editor *Bicycling World*:—In justice to Mr. Howell I wish you would kindly insert the following letter in the columns of your paper. It is from the *Sporting Life*, under the date of 26 November, 1884. I wish to say further on my behalf, that after Mr. Howell's defeat at Springfield, Mr. Prince stated that he would be only too glad to race him, and he had no doubt but they could arrange terms. On behalf of Mr. Howell I stated to Mr. Prince the following conditions: First, that Mr. Howell would race Mr. Prince, even, for one mile, for \$100 a side, the money to be given by the Springfield Club. This race was to have taken place at the opening of the fourth day. Mr. Prince refused to race on the ground that it was not enough money, and I would have Mr. Howell race him for \$1,000 a side, the money to be posted that night if necessary. For reasons of his own he also declined to accept this proposition. Failing to bring Prince to terms, and knowing that Mr. Howell would soon leave this country, and fearing that Mr. Prince would have some excuse for not meeting Howell, I told

him that Mr. Howell wished me to say that he would give Prince five seconds start in one mile and race him for nothing. Mr. Ducker and a number of members of the Springfield Club were present, and if Mr. Prince had had any great desire to meet Howell, he certainly could have accepted one of the propositions. I only wish to add that Mr. Prince's character for truthfulness is better known in England than in this country, and as Howell, Lees, Keen, and DeCivry will be over here next year, he will have an opportunity to prove some of the statements he has recently made. H. D. COREY.

Editor of the *Sporting Life*:—In answer to John S. Prince, I beg to say Prince was afraid to ride me again, as he well knew I should beat him. He states that when he beat me a certain party lost a lot of money: I can assure his friends it was not any of our party, as we could not find any one in America who would back Prince after I beat him the first day, giving him five seconds start. He goes on to say that the same party offered \$60 for him and myself to ride. I must remind him that the Springfield Club offered the \$60, and the grounds free but he declined to meet me, and when I asked him his reasons for not meeting me, he made all manner of excuses. Prince never challenged me while I was in America, but so soon as I leave that country, he begins to make a big talk. In the Warwick Hotel, Springfield, Mass., Mr. Corey (on my behalf) wished to stake and draw up articles on the spot, but he (Prince) declined on the ground that he had no backers present. He cannot deny this, as he went all over Springfield looking for Tom Early, of Boston, and wanted him to find the cash. He also says his reputation is as good as mine, as he came to Boston to make a match. When he was in England, he was reckoned a good second-class man. I was only in Boston one day, and met Prince in Mr. T. Early's, but he did not mention that he wanted a match, that is, a match for money, but he wanted to run me a "barney." He never won a championship in his life. I am open to run Prince from one mile up to twenty-five miles, for \$2,500 a side, and will go to Springfield at my own expense, or I will allow him \$250 for his expenses, if he will come to England. Rather than Prince should try to get out of a match (which I am certain he will do), I will give him the following starts, viz., 25 yards in one mile, 50 yards in two miles, 75 yards in three miles, 100 yards in four miles, 135 yards in five miles, 150 yards in six miles, 175 yards in seven miles, 200 yards in eight miles, 225 yards in nine miles, 250 yards in ten miles. Surely this is enough for a man who claims to be a champion. I will make either of the above matches for \$2,500 a side. I am, Sir, yours, etc., R. HOWELL,

Champion Bicyclist of the World.

St. Louis, 27 November. —S. L. A. C.

games. Two-mile bicycle handicap: first round—First heat, C. E. Stone, scratch, 6.41; P. Stone, 6.20. 2; H. C. Hersey, Alton, Ill., 6.20, did not finish. Second heat, J. Shields, 7.35; G. W. Baker, 2.35. Final heat, C. Stone, 6.30; P. Stone 2; J. Shields did not finish.

THE six-day's race at Chicago, between Woodside and Brooks against Armaindo and Morgan, has been arranged to take place 22 to 27 December, twelve hours each day. Stake of \$350 and 60 per cent of net gate receipts to winner, and 40 per cent of net gate receipts goes to the loser. Woodside is making arrangements with the members of the State racing board in Chicago to have the gallery of the Exposition building properly surveyed, with the intention, previous to the long distance race, of attempting to beat the best professional records from ten to fifty miles. In this attempt arrangements have been made to take his time at the end of each mile.

CHICAGO, 27 November. —A ten-mile bicycle race at the Le Grand Rink for a gold medal valued at \$50, was to have been run on Thanksgiving night, and extensive preparations were made accordingly. There were to have been five entries, but the experience in racing on the track Tuesday night previous, frightened all the would-be contestants from entering excepting N. H. Van Sicklen and Phil. Hammill, who finally started. A stipulation was made that neither should try to pass the other, and to avoid this, they were started upon opposite sides of the building, and it was understood that whichever gained the half lap intervening between them would practically win the race. This was very good so far as it went, but before a mile had been made, Van Sicklen took a fall, and disabled his wheel, and before he could procure another and remount, Hammill had got nearly three laps to the good. Van, however, nothing daunted, started in hot pursuit, and before scoring many laps was trailing Hammill's rear wheel, and this is where the fun commenced. Van could stay there, and when the race was finished he would be just the number of laps behind that Hammill had gained. So he tried to pass Hammill, but Hammill would not be passed, not on the outside at any rate, so Van, with the L. A. W. racing rules as regards fouls in mind, tried to pass on the inside. Hammill, accidentally or otherwise, reached out his left hand, and, it is said, Van's shoulder came in contact with the hand extended with sufficient force to push his wheel into the railing, which gave him a fall, landing him right in Hammill's path, so that he took a header. Also both were well demoralized; ditto, their bicycles. Referee Philbrick, after due deliberation, decided it no race, and offers the medal for the same two contestants only, each to ride ten miles against time, on the same track, but on separate nights. This arrangement seems to give satisfaction to all concerned, and the race will take place at an early date. —*Mirror of Sports*.

READING, PENN., 4 December. —Races of the Reading Club at Keystone Rink. Half-mile, first heat, Prof. J. Arthur Curtis, 2.11; Charles Kline.

Second heat, Fred W. Krueger, George W. Miller, 2.17.

Third heat, W. J. Wilhelm, J. R. Henritzy, 2.08½.

Slow race, W. I. Wilhelm, G. W. Miller, J. R. Henritzy, 1.0.

One mile, first heat, J. Arthur Curtis and J. R. Henritzy. This was decided as a dead heat.

Second heat, F. W. Krueger, W. I. Wilhelm, 4.08.

NEW YORK, 6 December. —American A. C. Games. Two-mile bicycle race: T. W. Roberts (1), 8.3½; E. C. Parker, (2).

## WHEEL CLUB DOINGS

THE citizens of New York warmed their new club-house Wednesday evening, 3 December. The Ixion, New York, and all the local clubs were out in force, as were also those of the suburban towns and cities, while not a few from a distance were represented. Several wheelmen from Boston were present, among them being Col. Albert A. Pope, president of the Pope Manufacturing Company, Geo. H. Day, Dr. Coleman, G. Carlton Brown, and Dr. Elliott Johnson were among the other prominent cyclists present. The formal programme included a varied musical entertainment, humorous selections by Burdette, and other exercises including a few bouts with the gloves. The "cits" did their prettiest, and the evening was a very enjoyable one.

THE Waterbury Wheel Club was organized 4 December, with ten members, and elected the following officers: President, F. P. Upson; secretary and treasurer, N. C. Ovaatt; captain, J. H. Hurlburt; lieutenant, C. E. Turner. They have secured the use of the skating rink for winter riding, and hope by spring to have a well-drilled club. A number of riders have signified their intention to join the club.

THE Cambridge club is to have a series of five Germans, the first one to occur 15 December. In February it will give its second annual minstrel show, the date of which has not yet been agreed upon.

THE Somerville club gives its first grand ball in Eberle Hall, Union square, Friday evening, 1884. Officers: Captain, Bayard Hawthorn; secretary and treasurer, William Gray, Jr.

ROCKLAND COUNTY WHEELMEN, organized 26 Nov., 1884. Officers: Captain, Bayard Hawthorn; secretary and treasurer, William Gray, Jr.

THE Plainfield, N. J. club, gave a soiree magique, 6 December.

SEVERAL members of the Pilot Wheel Club, of Lancaster, N. H., including C.



H. Balch, A. F. Rowell, Harry Larkin, and C. D. Batchelder, recently tried the experiment of bicycling on the ice of Baker pond, with good success.

The Capital City Club had a turn-out Thanksgiving Day; about twenty members participated. The distance was from Marlboro to the club house, twenty miles, and was made in 1.39, by Rex Smith and W. Robertson, who reached the club-house in a dead heat. Wallace Crossman made the distance in 1.45. The two former rode Star machines, and beat all previous records. The last-named rode a crank machine.

The Dearborn Cycling Club, of Chicago, is a social as well as a wheel club, and many of their meetings form delightful social events in which musical entertainment by the members forms an important part.

At the beginning of the present year, the Falls City Club, in order to make bicycling more interesting than usual, offered to any man in the State of Kentucky two medals—one for the longest distance in twenty-four hours, and the other for the greatest number of miles during a whole year. It is very evident that Percy Bettison, or the Falls City Club, will succeed in capturing both medals, which were well earned, and the Falls City boys feel proud of Percy, who, as a bicyclist, is hard to beat. Percy had several warm competitors in the contest. — *Louisville Argus.*

The Danvers Bicycle Club now has fourteen members. They have secured rooms on Maple street, and have had them fitted up recently. A short time ago they had a very successful entertainment in the skating rink, which consisted of slow and obstacle races, fancy riding on Star machine, and dancing. They had the first dance ever held in the new rink. They are now preparing for a grand concert to be given at Peabody Institute. The officers are: President, Wallace P. Hood; vice-president, M. C. Lord; secretary and treasurer, F. E. Moynahan; captain, F. C. Damon; lieutenant, Albert O. Elwell; bugler, A. J. Allen, Jr. Frank C. Damon and Albert J. Allen rode to Springvale, Me., and return, last season, making excellent time, and a distance of about 400 miles, including all their trips while absent. Wallace P. Hood, E. J. Nightengale, and one or two others show great speed and endurance, an instance of their powers being a trip of 100 miles on a muddy day, in 9h. 47m actual riding time. Albert O. Elwell has won two medals in obstacle races, and one medal and a cup in slow races. There are other good riders in the club.

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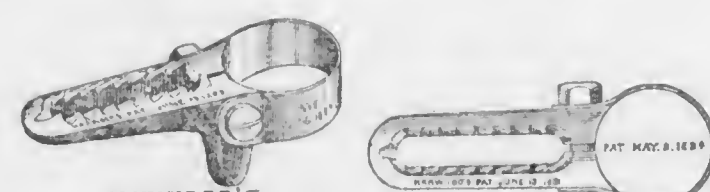
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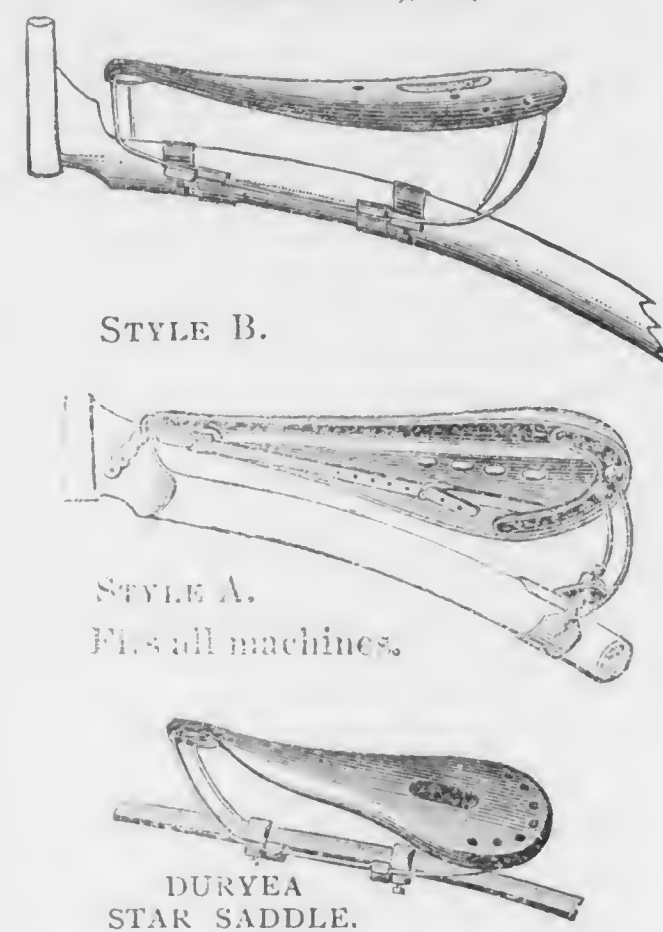
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*New Jersey.*—Dr. G. F. Marsden, Red Bank.

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*Pennsylvania.*—F. S. Harris, 650 North 15th street, Philadelphia.

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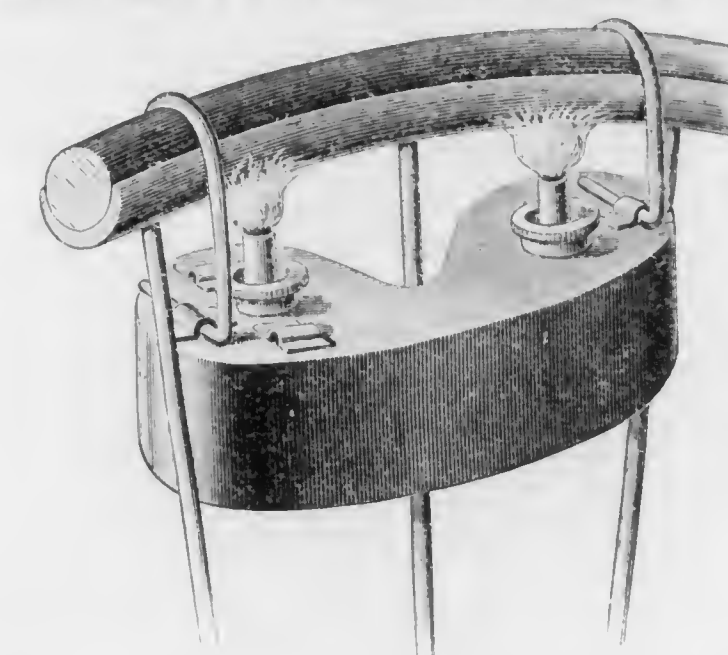
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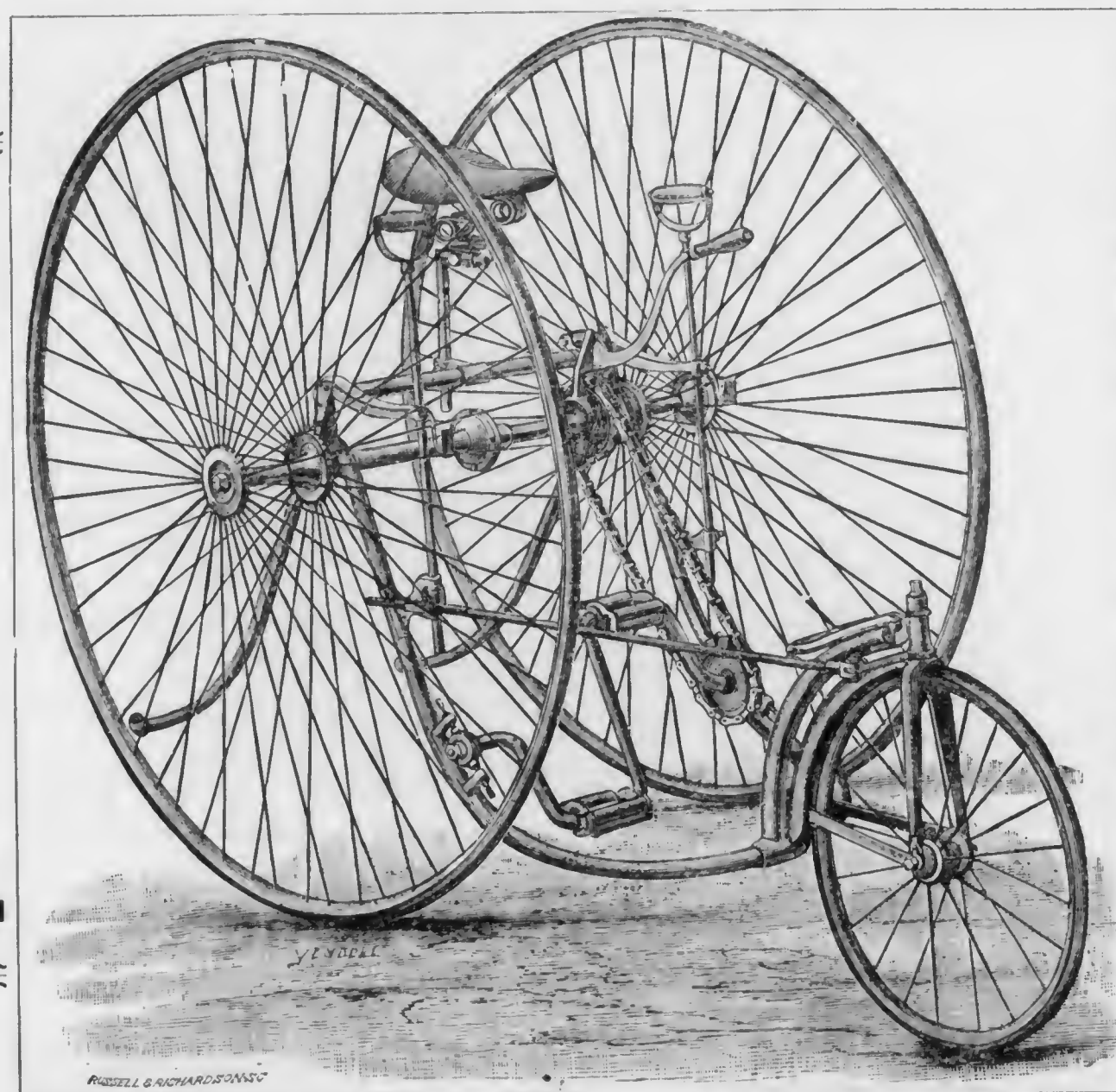
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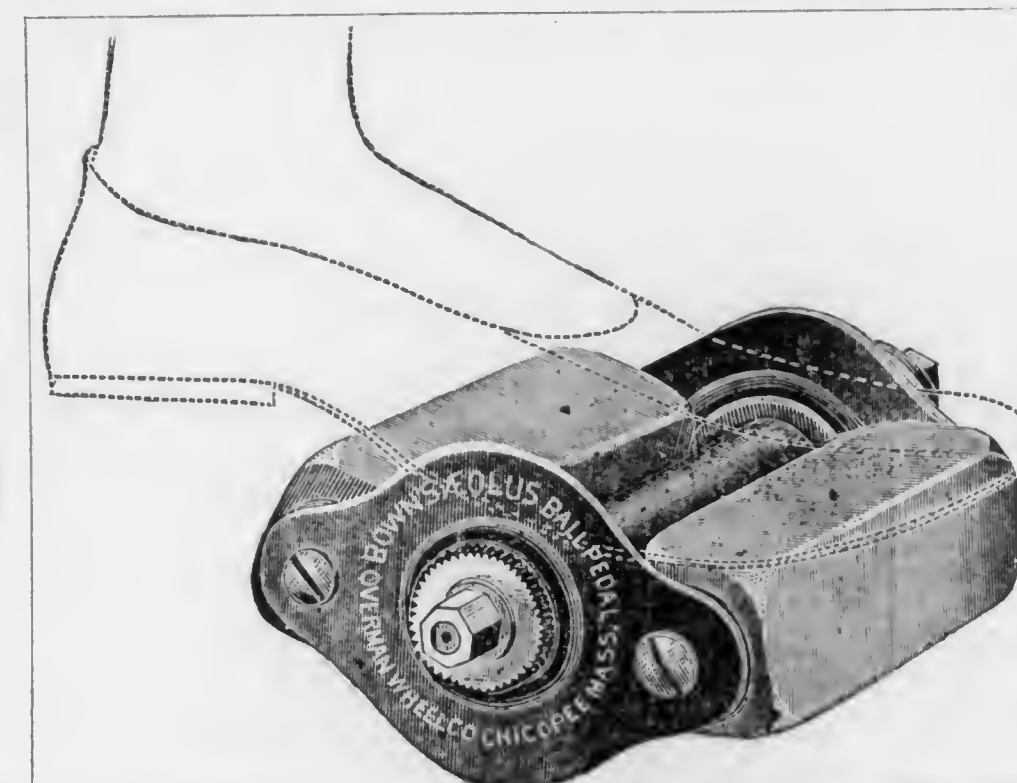
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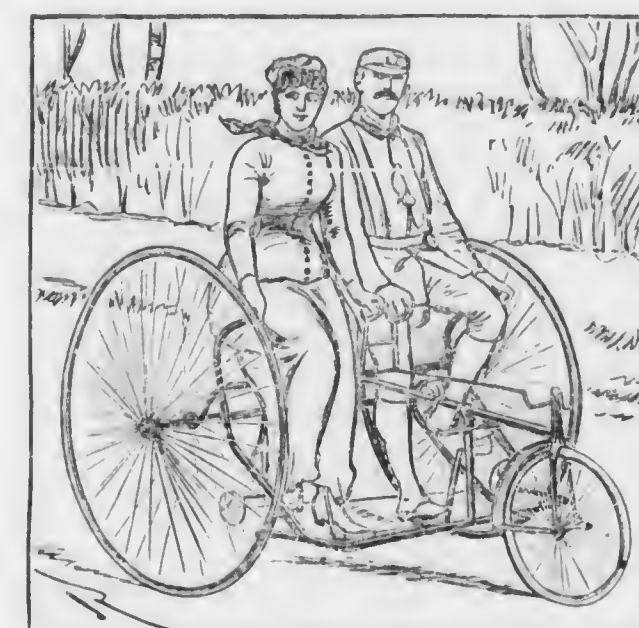
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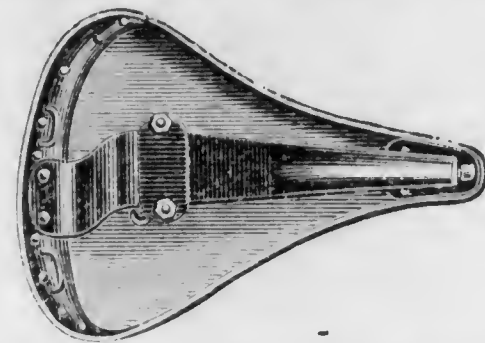
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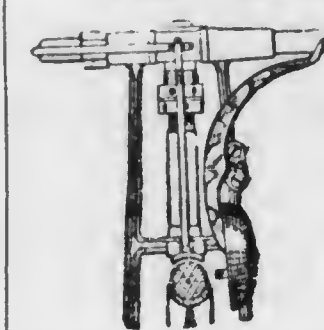
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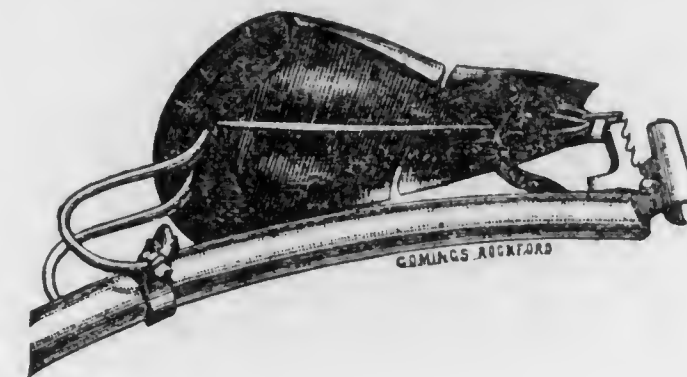
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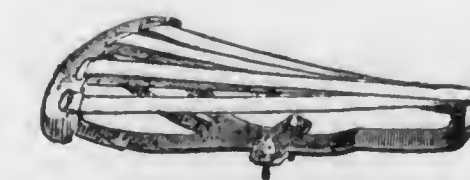
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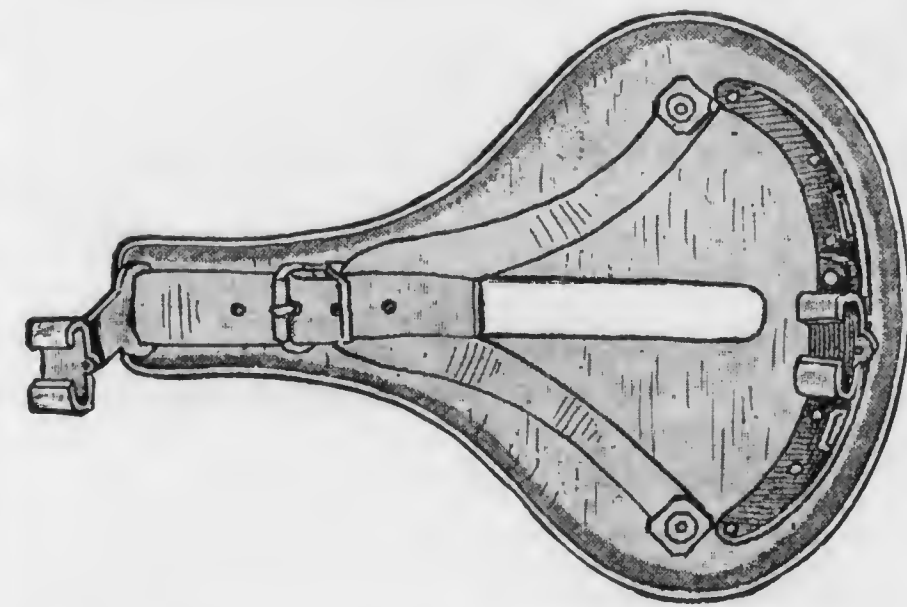


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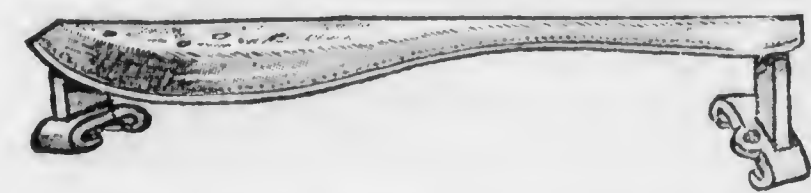
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J. S. DEAN . . . . . EDITOR  
ABOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 DECEMBER, 1884.

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### PROFESSIONAL MENDACITY.

SOME action would seem to be necessary to protect our amateurs from the impositions and despicable practices of unprincipled professionals. A case in point. On 11 October last, the Omaha Wheel Club held a tournament, and among the other entries was that of a man who called himself "Wm. Patterson,

of Toronto." He proved himself to be a good rider, and the suspicions of the Omaha 'cyclists were aroused. They called upon him to prove himself an amateur, and in response, he produced a certificate of membership in the Wanderers' Bicycle Club, of Toronto, an amateur organization, and also a certificate that he was an amateur. A telegram was immediately sent to the captain of the Wanderers' Club, and a reply was received to the effect that "Patterson" was all right. On the strength of this, "Patterson" was allowed to enter the races, and he bore away nearly all the prizes. It has since transpired that "Patterson" was the notorious Fred Westbrooke, of Canada, who sold a race and was expelled by the C. W. A., and afterwards became a professional. "Mr. Johnson" is another man who has been running in amateur races in the West, and when we take off his name, we find T. W. Eck, the particular friend of Louise Armaindo, hiding beneath it. This matter has been before the Racing Board, and in view of the facts in the case they have voted to relieve the Omaha wheelmen from all liability, and the C. W. A. will be asked to look up the action of the captain of the Wanderers' Club. One more case: A St. Louis wheelman was present with his club at a tournament, and there was prospect that the interest in the exhibition would pall. The manager came to him and asked, as a favor, that he would run an exhibition race against a runner. As a favor, he consented to do so, and afterwards it transpired that the man was a professional. The club members are very indignant, and they claim that it was a piece of sharp practice on the part of the manager. To hold all our amateurs responsible for their action in cases like these would be doing an injustice, but the thing must be stopped and the amateurs protected.

WE have been asked? "Is the Kangaroo eligible to race with crank machines?" Why not? Theoretically the man who rides a 36-inch wheel geared to 60, is at a disadvantage over a man on a 60-inch direct-action machine, for he has to overcome much extra friction, and it remains to be seen if this is so in practice. Theory and practice seem to be at war in the matter of the hill-climbing powers of the Kangaroo, for it is a fact that several of our Boston riders have

climbed hills on a high-g geared wheel of this kind that they could not mount on the ordinary bicycle. Will some of our readers put their minds to work on this problem, and give us the result of their thoughts? Meanwhile, we believe it would be better to wait, before excluding the machine from competition, until it has demonstrated a mechanical advantage over the ordinary machine that will make it necessary to relegate it to a class of its own.

A CORRESPONDENT writes and deplors the decline of the bugle and the rise of the whistle. It is very true, as he suggests, that the soul-stirring notes of the bugle are better than the "toot-toot" of the whistle, but the drawback to the bugle is, that although a bugler may blow his calls correctly, it cannot be guaranteed that the riders can translate them. The mental struggle which would be involved in a perfect understanding of the bugle code, and the League danger signs is one that few wheelmen care to undertake, and the result is a blank in the minds of most of them regarding the two.

OUR worthy Eastern neighbor is very much excited over the fact that the "Big Four Tour" is to lead the League astray and run the meet into July. The war cry is that the Chicago tourists are to be thus accommodated. This is ridiculous. The tourists do not ask to be accommodated. — *Wheel.*

The scheme comprises securing the next League meet in Buffalo 1 July and 2, the tour starting on the 3d, designing to reach New York on the 15 July. — *From the Projector of the tour, to the WORLD.*

ONE word in the ear of our English contemporaries: Be a little more particular next season in your report of races and road rides to give full names of riders, dates, and names of places. At this distance it is hard to understand whom is meant by the "Leicester man," and we cannot make a proper record of performances without dates. Do you understand? Oblige us, please.

To our mind, the tour is a bigger thing than the meet, and if any one is to be accommodated, the League should make it a point to coincide with the Big Four tour. — *Wheel.*

What a different view of things one takes when one is not an official organ.

ANY person would suppose that the



official handicapper of the League would keep his own records; and it is with much surprise that we notice that the paper of which he is editor has to look to another paper for a list of all the best records. The borrowed list is well enough, so far as it goes, though there are errors in it which so important an official should have discovered, and we have the right to expect from such a source a more complete table.

THE *League Gazette* is fishing for suggestions looking to the improvement of the League management. We will give them one. Let the power to amend the rules be taken away from the officers. The League should make its own rules and amend them when necessary, and such authority should not be delegated to any committee or board, however large. Theoretically there may be a shadow of reason for so strange a provision as that which exists, for it may be argued that no harm can come from the action of so large a body as the board of officers, but when we discover that the quorum heretofore of transaction of business in the board is but eight, and that the average attendance has not been twelve, there would seem to be good reason for an abbreviation of this unprecedented delegation of power. Give us a good constitution, which shall contain the unalterable laws of the body, and tack on to it a few by-laws which the officers may suspend in an emergency, but never amend.

HERE is another. The experience of the present year shows conclusively that once a month is often enough to issue the *League Gazette*. There is not enough matter to make a weekly interesting, and the w. p. b. receives a large proportion of the papers unwrapped.

ALL wheelmen, and especially those who are participators in club-runs, should read the most excellent editorial in the last *BICYCLING WORLD* (5 December), called "The fun of the thing." It is such articles as this that cause us to regret our limited space and income, for we would like to be able to publish them here in full that every League member might read and profit thereby. To our way of thinking, it would be hard to get more wisdom worthy of attention from wheelmen in the same space than is here offered for their consideration. — *L. A. W. Gazette*.

Thanks. Our little sermon seems to have made a good impression, and we are convinced that there was need for it.

It is stated on good authority that the manufacturing and handling of "The Cyclone" has been placed with the Cunningham Co. of this city, and that it will be made in some seven varieties. In Roadster tricycles there is to be a single, a Sociable and a Tandem, while in racing tricycles there will be a single and possibly a double, the latter on Tandemlines. The Cyclone bicycle, too, will make its bid for public favor, both as a roadster and a racer. In the latter shape the inventor feels confident that it can lower all existing records, and as a roadster he claims that it will combine in one perfect machine all the good points of the Kangaroo, the Facile, the American Star, and the ordinary bicycle, while possessing none of the faults of either.

The advent of this machine will be looked for with interest by riders at large, and especially will this be so if it should transpire that the conservative pioneer house is indeed to indulge in so radical a departure from the established principles of 'cycle construction. Many riders would regard such a step as in itself largely a guarantee of the correctness of the principles involved as well as of the excellence of their mechanical production.

In our last issue we gave a brief description of the experimental three-wheeler which we had ridden, and we shall do the same of the two-wheeled variety of these novel machines as soon as certain patent matters in connection have been completed.

IN *re* the Springfield medal of 1883, taken by "Doodle" Robinson, he appears to have decidedly the best of it, on the whole. At the time he gave the name of Mr. R. Todd as reference in America, that gentleman had not, to his knowledge, seen, spoken to, or written to him. He had, in fact, no authority for this use of the name of the official of the N. C. U. — *Tricycling Journal*.

This is what they call getting the best of it over there. There was a shadow of doubt in the minds of the English 'cycling press that Doodle had not acted squarely, but now that Mr. Robert Todd has come forward and said that Doodle lied when he claimed him as a friend, the paper finds that the medal-thief has justified himself. A strange order of reasoning, truly.

OUR Springfield contemporary takes issue with us in regard to the influences

of betting in creating an enthusiasm in races. As a knock-down blow, it holds up the Springfield tournaments as examples of successes without the aid of betting. We dislike to say anything which will destroy the beautiful picture held up to our view by our moral contemporary. We can truthfully say that we never attended a 'cycle race meeting, in this country or in England, where there was more betting than in this city of Springfield, which so generously supports "the great moral show." It is with pain that we destroy any of the gods worshipped by Springfield, but a visit to any of the numerous pool-rooms abounding in that city would strongly support the position we have taken. We do not doubt that the officers of the Springfield Club have done all in their power to discourage betting at its tournaments, and that everybody, including the ministers, deacons and doctors, attended the show. The ministers, deacons and doctors are all right, but the betting is done by "anybody."

We could name a score or more of prominent wheelmen who took a "flyer" in the pools. Will our esteemed contemporary tell us what attracts "Tom Early" and men of similar taste, to Springfield's races, and keeps them away from the tournaments in their own city. We know the evil influences of betting, but it is exciting, and helps to draw a crowd. The following is a sample of the talk heard in the good city of Springfield: Pool-seller — "What am I offered for first choice in the one-mile scratch race?" Looker-on — "Is Hendee going to run?" Pool-seller — "What do we keep him for?" Looker-on — "Well, he didn't race today, though you said he would." Pool-seller — "If he don't ride, we will lynch him. Springfield won't be big enough to hold him," etc. It is very true that there was no public pool-selling on the grounds, but the air of Springfield was full of it, and the standing of the men in the pool-rooms was the talk of the day. Several syndicates were formed among the young men of Springfield to back Hendee, and a great deal of money was taken out of the place. These things drew the crowd to the games, and the crowds made success possible. We do not hold the Springfield Club responsible for this state of things, but we do claim that the success of the tournament was guaranteed by the interest of the betting class, and it is idle to say otherwise.

## CORRESPONDENCE

*(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)*

## Breaking Up.

*Editor Bicycling World:* — I want to thank you heartily for the article on "The Fun of the Thing," in the last *WORLD*. It is too bad that our wheelmen should cease to be gentlemen at the very point where their courtesy begins to be peculiarly that of a wheelman; when the attention shown a guest is precisely of that kind which one not a wheelman cannot show. I have too often seen and lamented the effect to break up a guest, and could never understand where "the fun" came in. ST. LOUIS.

## Breaking Up.

*Editor Bicycling World:* — As one of the Chicago tourists, I beg leave to take exception to a portion of your editorial on "The Fun of the Thing" in the last number of *THE WORLD*. You assert that "the Chicago tourists came to Boston with the boast that they had run away from every escort that had come out to meet them on the tour." That "they tried the little game on the Massachusetts Club, and got decidedly left." As this same assertion was made in the papers of your city while the tourists were your guests, and at that time allowed to pass unnoticed, I think it time that the truth should be told. The Massachusetts Club met us at Clinton the night before our entrance into Boston, and the next day escorted us into the city. As we were the guests of the Massachusetts Club, we took our position in the rear of that club. Every member of the tourists having a position in our line, and keeping that place, no attempt individually or as a body was made to pass or run away from the club whose guests we were. We did, however, pass a number of the individual members of that club who could not stand the pace made by their own pacemaker—a pace made with the evident intention of "breaking us up," but which did not succeed. We were not entertained by being led over "ploughed fields," but were taken over some of the worst cross roads within fifty miles of Boston, as we were informed by members of the tourists' party that reside in Boston. I quite agree with you that touring for pleasure does not consist in "rushing about from place to place, making certain distances within a given time." I also agree with you in thinking that "the true gentleman consults the best interests, the convenience, and the comfort of his guests at all times, and the duty of guest to host is the same." Think of it for a moment. A club of wheelmen are about to receive as guests a visiting body of riders. They go out to meet them, to extend the courtesies of

the town," and then attempt to run away from their guests who have accepted escort. You accuse the tourists of boasting "that they had run away from every escort that had come out to meet them on the tour," and in the next sentence you boast of the tourists having been "decidedly left" by the Massachusetts Club. "Consistency thou art a jewel." The Chicago tourists were right royally entertained by the Massachusetts Club on that red letter day when they *did not* try "the little game" of running away from their hosts, and when they *did not* get "decidedly left," and will ever hold that day in pleasant remembrance.

Yours fraternally,  
WHERE IS B.

[Our correspondent is mistaken. We did not boast that the Chicago tourists were broken up by the Massachusetts Club. Our remarks against the practice were intended to bear alike all around, and if the coat fits the Massachusetts Club they must put it on. As we remember the matter, the Massachusetts and Chicago party took turns at the lead, and each in turn tried the breaking-up business. The Massachusetts Club reported first at Wellesley, we think. — *ED.*]

## "Breaking Up."

*Ed. Bicycling World:* — I read with pleasure your leader of the 5th, entitled "The Fun of the Thing." It is, indeed, as you say, the rule rather than the exception for wheelmen everywhere to try to "do up" any and every visiting bicyclist who accepts their invitation to participate in a run. To such an extent is this carried on that club runs, or runs that should be for "the fun of the thing," partake more of the character of a road race than of a quiet spin for pleasure. It has been but a short time since our St. Louis friends offered a premium for wheelmen who would go there and be "done up," so great is their desire for scalps. This is their idea of getting fun out of a bicycle. It is to be hoped this kind of work will cease, now that you have pointed out the evil of it, and visitors will be received with the kindly spirit due them; and should they participate in runs, not have their legs run off.

And now, Mr. Editor, I want to correct an assertion you made in that article in regard to the Chicago tourists. You say, "The Chicago tourists came to Boston with the boast that they had run away with every escort that had come out to meet them on the tour." They tried this little game on the Massachusetts Club, and got decidedly left." I presume you got your authority for this from the *Herald*, that paper publishing a squib to that effect the day after the arrival of the tourists in Boston. As near as I can remember, there is little truth in the matter. There were, we believe, two, possibly three, convoys that were used up, one having broken his arm the day be-

fore he was to act, and another being an indifferent wheelman. But think of a body of sixty wheelmen or more running away from such men as Orr and Tolman. I guess not. In regard to the Massachusetts Club, you are again mistaken. How could the tourists try the "little game" on that club, when they had some thirty or forty men in the lead? Were the tourists to run right over them? Again, I think not. However, if the "little" game was tried, it was the Massachusetts Club that did it (and one would naturally be led to think there was something in it, from the roundabout route through which they escorted the tourists into Boston), and if any one "got decidedly left," I think they are the ones, for we passed numbers of them toiling along, apparently played out, and (whisper it softly) among the number was an ex-editor of the *BICYCLING WORLD*. Your reference to the Chicago tourists would not create a very favorable impression of the wheelmen participating, and it is to be hoped you will endeavor to correct it. PEORIA.

## Prince v. Howell.

*Editor Bicycling World:* — Will you kindly insert the following in your next issue. I wish to correct a few statements made by Mr. Howell, and his backer, Mr. Corey. First, Mr. Corey says "The Springfield Club offered to put up \$100 a side for myself and Howell to run for," which is incorrect, and Mr. Howell acknowledges it in the same article, just a little below where he reminds me that the Springfield Club put up the \$50, and not Mr. Corey. Well, as it was Mr. Corey's influence that got the club to offer the purse, I thought it was as much his doings as the club's. He also says I declined to run Mr. Howell for \$1,000 a side. Mr. Corey knows he did not deposit a cent, and he said I must run Howell the following day or else not at all. I told him I was managing my own business, and would run Howell in two weeks for \$500 a side, and the winner to take two thirds of the gate money. He says Howell told him to tell me he would give me a start and race me for nothing. That is true, and I told him if I got as much money for riding a certain make of machine as Howell did, I would race for nothing; but as I only got what I made out of my racing, I could not do it, and I therefore declined. As far as Lees, Howell, Keen and DeCivry coming over here next year, and me proving some of the statements I have made, I wish to remind Mr. Corey that I shall only be too willing in make the bet with any of the above-named gentlemen the same as I was with Mr. Howell, two weeks before his arrival in this country, for the last Springfield races, viz.: \$500 that I come to the front, any distance inside of ten miles. It seems very funny that Howell should say they lost no money, they could not bet, etc., when Tom Early, one of his



backers, was saying all over Boston how much money he had won and lost on the races.

I deny ever having said I had no backers present in the Warwick Hotel, as Howell states. I also deny going round Springfield looking after Tom Early; and it is a gross lie, as Tom Early was present all the time. If I had wanted backers, I would have had no trouble in finding them. He also says I met him in Tom Early's, and wanted to make a match to run him a "barney," which is another blank lie. I did go in Tom Early's, it's true; but it was only to see if they had anything to talk about making a match; but I did not see Howell two seconds, and that was as he passed through the bar, and then neither one of us spoke. Respecting his big talk of giving me a start and running me for big money, I don't take much stock in that, as, just at present, we are too far apart to talk race, but what we both do in future will prove it. As far as Mr. Corey is concerned, I would say, most bicycle riders are familiar with his little schemes for advertising purposes, and I guess his letter to me is one of them. But it seems too much for him to acknowledge, after making himself so "fresh" just before the race at Springfield, that Howell got beat and that he, Corey, had made a mistake.

JOHN S. PRINCE,  
Champion One-Mile Recordist of the World.  
WASHINGTON, D. C., 13 December, 1884.

#### A 'Cycling Centre.

*Editor Bicycling World:*—There is a good deal of discussion going on in the 'cycling papers, relating to the 'cycling centre, and there are about as many opinions as there are papers. Why not divide the question, and call Springfield the racing centre, and Boston the touring centre. As one who takes no interest in racing, I am willing to let Springfield have all the honor attached to its racing celebrity, if it has shoulders large enough to bear all the scandal that goes with it. Racing may have its advantage points, but it seems to me it creates rivalry, hard feeling, and deceit. The time is not far distant when it will descend as low as horse racing, and base ball, and the pool-room will ring with bets on the favorite. Let Springfield be the racing centre. Meanwhile Boston, with the Boston Club of three hundred members, and the Massachusetts Club of two hundred, will go quietly along, with no need to dispute the position which she so ably fills. We will have our runs, our tours, and our social rambles into the country undisturbed by the thought that we have hired a lot of paid amateurs to come over and race for us, with good chance of a scandal. Oh no! Boston does not point to her record of money made or lost at races. We are not united in the clubs for money-making purposes. We want no racing. If, however, any city in America wants to compare her riding records with Boston, she will be willing to take a very large handicap. BOSTON.

#### CURRENT E CALAMO

##### Three Rides.

###### I.

When the morning light is breaking  
O'er the eastern hill;  
When the sun's first beams are lighting  
Up the mountain rill;  
Then I rouse me from my slumber,  
Full of eager zeal,  
Seeking paths care doth not cumber,  
On my flying wheel.

###### II.

When the day is nearly over,  
All its duties done;  
When its labors backward hover  
With the setting sun;  
Then, the evening all before me,  
Quicker pulse to feel,  
With the gloaming shadows o'er me,  
Mount my ready wheel.

###### III.

When, for rest or recreation,  
Public work is still,  
And the pulse-throbs of the nation  
Slack their ceaseless thrill;  
Then, for hours of silent gliding,  
Leaving woe for weal,  
Seeking strength in her abiding,  
Ride my trusty wheel.

L. M. P.

SCARCELY snow enough this year to stop wheeling.

ONE of the objections raised against the Stanley Exhibition is that—"From the manufacturer's own point of view, one of the chief objections to these shows consists in the facilities afforded to foreigners and others—by the collection under one roof of all the most recent, novel, and perfect productions of the English workshops—for copying the ideas and designs which it has taken months of patient labor and ingenuity to perfect, and then, by purchasing one machine here and another there, on the hardest terms they can screw out of the vendors, making exact copies of the mechanism. These counterfeit presentments, constructed of inferior metal, are then placed upon all the foreign markets, to the exclusion of the genuine article."

THE late proprietors of Aston Lower Grounds, Messrs. Reeves, Smith & Sons' affairs are in bankruptcy, with liabilities of £9,000, and assets nil.

At a meeting of the members of District of Columbia division of the L. A. W., held at the club rooms of the Washington Cycle Club, 24 November, the following officers, to aid Chief Consul Edward T. Pettingill and Representative George E. Emmons, were elected: Vice-president, J. Chas. V. Smith; secretary, Lewis Flemer; and treasurer, Frank T. Rawlings, who will serve in their respective offices until the next annual meeting, which occurs in June, 1885.

With the January *Gazette*, every C. T. C. member will receive a renewal blank, which he or she should lose

no time in filling up and mailing to the Chief Consul, with the 1885 subscription enclosed. If this is done, a double number of the *March Gazette* would have to be issued, for it would contain the names of five hundred and fifty renewals for the American Division alone; a record which the other thirty-four divisions might find it hard to beat.

OUR Hamilton correspondent sends us the following, the truth of which he says he is not yet able to verify, but adds that he knows the Mr. T— referred to below, and thinks that gentleman daring enough to attempt such a feat: "What is the use of that 'horse' of yours?" said a young fop of a horseman to a "knight of the wheel," who resides not many miles from here; "he can neither jump a ditch, leap a hedge, or do anything of that sort." "True, he can't," replied Mr. T—, who rides a strongly-built 58-inch roadster," but with his assistance, I'll bet you ten to one I clear a higher hedge than you." The wager was taken up. Mr. T— selected a hedge at the bottom of a nicely-sloped hill, about five feet high, mounted about eighty yards from the hedge, threw his feet over the handles, and when within a yard or so from the hurdle firmly applied the brake, with the result that the forks of the machine stuck on meeting with the hedge, while the rider landed safely on his feet on the other side. The horseman would not attempt the feat; neither would he pay the bet, contending that Mr. T— had no right to the selection of the ground, etc., but says he will double the stakes if Mr. T— will take in hand to clear the same height up-hill. —'Cyclist'.

A STORY is going the rounds that Armaindo and Morgan rode against horses in a small town in Missouri. The "only Eck," who was with them, arranged a scheme to fill the general purse. Arriving in town, the machines were conveyed quickly to a hotel and locked up away from the gaze of curious sight-seers. To the hotel proprietor, a fat, good-natured, but very curious fellow, they "only" vouchsafed the information, as a great secret, that the machines were geared, so that one revolution of the pedal caused two of the wheels, and by that means the horses would easily be defeated. Ten minutes later, the proprietor, boiling over with importance, imparted the valuable information to a friend, who told another friend, and so on, in the old-fashioned way, until every one in town knew all about it. Great anxiety to back the bicycles was shown on the track next day, and Eck "scooped" in what little was to be had, while Morgan and Louise were getting left the length of a street.

HILL & TOLMAN have got out a new bell. It is a double gong. Pulling on a rubber ring attached to a chain gives a rotary motion to the works inside, and the bell strikes a number of times on the fly back.

A NEW JERSEY firm has made a lantern

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

WM. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN  
RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

ON A

59-inch RUDGE RACER, weighing 29 pounds.

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RELIABLE AGENTS WANTED EVERYWHERE.



## ORIGINAL PERFECT SAFETY BICYCLE.

## The "KANGAROO,"

Which Machine Mr. GEORGE SMITH rode

100 MILES On the Road, Sept. 27, 1884, in the marvellous and altogether unprecedented time of 7h. 11m. 10s.

ALL PREVIOUS RECORDS  
FOR EVERY KIND OF MACHINE  
WERE COMPLETELY ECLIPSED.

## THUS THE "KANGAROO" LEADS IN SPEED.

The "Kangaroo" is without a rival in Absolute Safety, which was, in fact, the sole aim in their invention, and is the desideratum of timid riders. To attain this, and an impossibility of "headers," which can be taken from small machines as well as large built in the ordinary way, the "Kangaroo" has its forks in rear of axle, the ONLY one so constructed, and also its seat farther back than any other, with pedals well under the rider. These two points constitute the safety and not the mere size of wheel, and are all important. Also has a 22-inch rear wheel, larger than any other, running easier. A pair of comfortable Foot Rests for coasting. Commended by the "London Field." Send stamp for full description or examine at our warerooms.

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AMERICAN AGENTS.

BALLS ALL OVER.  
THE SANSPAREIL ROADSTER.Dust Proof, Single Ball Bearings to Front Wheel.  
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## NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickel  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

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Every machine furnished with Handy Tool Bag, containing Oil, Spoke Grip and Tools.

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The highest grade Bicycle extant. 50-Inch, \$145

## THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

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The Strongest and Lightest Roadster on the market; Nickel and Enamel. 50-Inch, \$130.

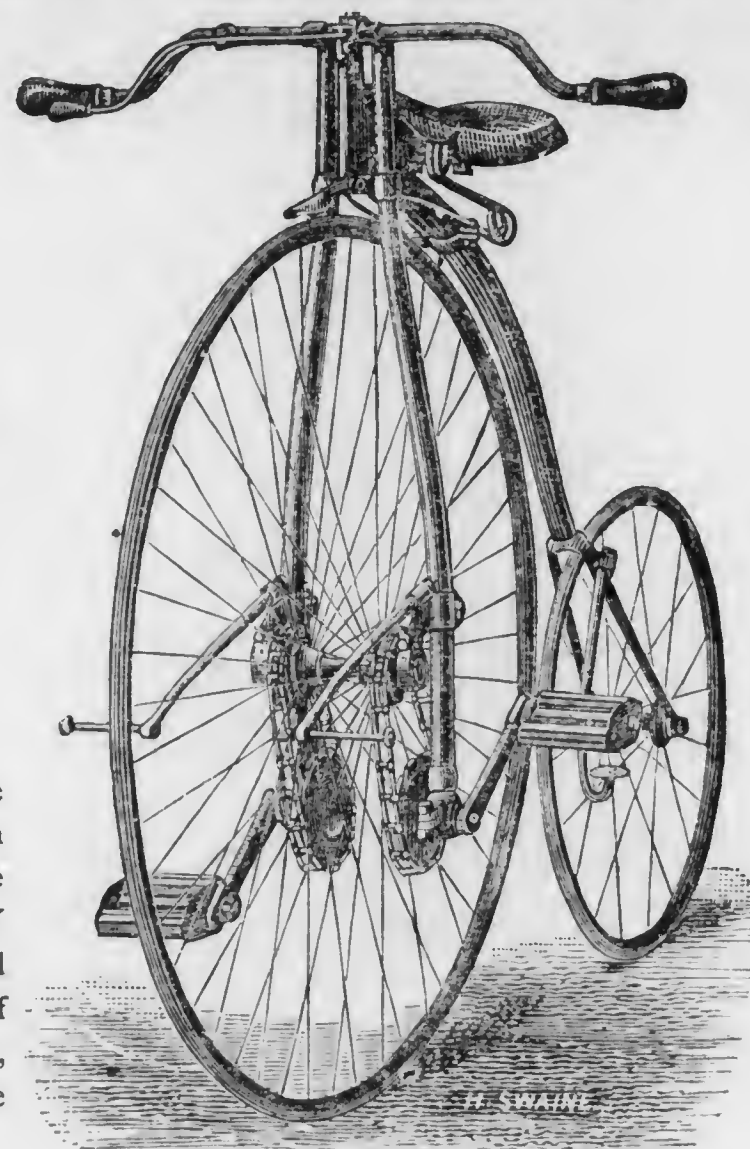
## THE AMERICAN ROADSTER,

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

S. T. CLARK &amp; CO., Importers, BALTIMORE, Md.



with a conical shaped reflector on the locomotive head light principle.

MARRIED, 10 December, at Manchester, N. H., Miss Josie H. Richardson, to Charles A. Hazlett, of Portsmouth. Our congratulations to the worthy couple, and regrets that we cannot meet them "at home." Mrs. Hazlett will have a wide circle of friends, if it embraces all those of her husband, and we hope she will believe this when he "Telzah" so.

FRED. G. BOURNE, of the Citizens' Club, is the saviour of the bicycle in this city. It was by his unaided efforts that New York bicyclists secured the privilege of riding in Central Park. — *N. Y. World*. We thought the League did it.

THE wordy war between the professionals has enriched the English language with two gems. Howell talks of running a "Barney," and Prince is a "Recordist."

AND now Phil Hamill, the Chicago flier has made pace for a professional, and lost his standing.

THE manufacturers of a new class of bicycle at home have taken the liberty of naming it after our lordly marsupial, the Kangaroo. All I can say is that unless this new machine can clear a "three railer," or rip up annoying dogs with as much ease as its noble namesake, I shall stick to the present orthodox cycles. If such inventions continue to bore the public, then I may be tempted to bring out the "Emu," and if it does not possess the staying and speeding powers of this wiry bird, then I shall press the public to purchase. My word, bright times are in store for us, for then, and not till then, will cycling be perfected. — *Australian Cycling News*.

THE Rudge machine now holds a record for every distance from a quarter to fifty miles on the American list.

THE glory of Louisville as a cycling centre has been rapidly fading away. Not many years ago it had a grand reputation in the wheel world, and was among the first of the cities to lay down an exclusive bicycle track. Jenkins, Franke, Schimpeler, Moran, and Armstrong were names well known to wheelmen. The Louisville *Argus* thus speaks of the dissolution of the Kentucky Club, which was the one to build the cinder track:

The dissolving of the Kentucky Bicycle Club was the chief topic of conversation in the bicycle community last week. It appears that there was some underground work done by certain members who wished to retire from club duties, and to gratify their wishes, thought best to bust the treasury. The blacklegs lost no time, and immediately set to work telegraphing all over the country to honorary members, requesting them to send in proxies to the above effect. The gentlemen who were eager to dissolve the club kept mum, and on last Thursday

night, when the active members of the club gathered at the ill-starred club-room for the purpose of voting their opponents down, and feeling perfectly confident of their success, were greatly surprised to find that the party who were in favor of dissolving had set up all kinds of schemes to destroy the once famous Kentucky Bicycle Club. It was very evident to the members who wished to carry on the club that they were baffled at all points, and like brave and honest soldiers, thought best to retire from the field, as their fate was assured. Mr. Beddo, one of the leading members of the club, spoke very freely, and says he was horrified at the proceedings of some few members, as the club was in good standing, with good prospects for the future.

WM. READ & SON are distributing a great many Kangaroos. This machine seems to gain friends every day, and of all who have tried it not one has been heard to disparage it. For winter riding the little wheel is immense.

## Central Park Again.

THIS topic appears likely to come before the riding public in a new phase. It seems that Mr. T. S. Ormiston, of 7 Nassau Street, New York City, made application, in conformity with the rules, for a pass to enable himself and Mrs. Ormiston to enjoy the privileges of Central Park and the Riverside Drive, subject to the restrictions as to hours, and as laid down by the Park Commissioners. This request was made as members of the C. T. C., and was accompanied by the established fee. After some delay, the Park Commissioners referred the matter to the Committee on Park Privileges, and in due course Mr. Ormiston received from Mr. W. C. Frazer, the secretary of that committee, a reply, stating that as in their opinion the Cyclists' Touring Club was not a regularly organized and uniformed club, but a foreign organization, having no elective or responsible officer in this country, the committee were reluctantly compelled to refuse the application, and return the fee. To this Mr. Ormiston takes exception, and asserts that the C. T. C. is both uniformed and organized, being in fact the largest organization in the world, that it is not a foreign club, but an international one, and just as likely, as far as its rules are concerned, to have in the future its executive centre in New York as anywhere else. That its officers in this country are both elective and responsible; its representative councillors, Potter, of Ohio, Gilman, of New Hampshire, and Hillier, of London, are directly elected by the American membership, and that with them, and the remainder of the council rests the choice of the American chief consul, whose custom it has been, whenever possible, to have the State and City consuls nominated by the membership before being appointed. Mr. Ormiston

contends that it was never the intention of the Park Commissioners to have the use of the parks confined to local clubs, nor the privileges manipulated for the building up of local club membership, but that all respectable and proficient cyclists who are members of established organizations, should have equal enjoyments and privileges, subject to the rules.

Mr. Ormiston has called the attention of the United States chief consul, and of the New York State and City consuls to the matter, and intends, in the interests of the C. T. C., to push the matter vigorously.

## The Willard Cup.

THE disposition of the "Willard Hotel Cup," which was given to the League by Col. Staples, to be contested for at the race meeting in Washington last May, has long been in controversy. The racing board, understanding that it was given them to do with as they saw fit, made it the emblem of the twenty-five mile championship, but after the races the Capital Club took the cup, and contended that it was intended as a prize in the three-mile race which Mr. Hanna won. It has been in the possession of Washington parties ever since, and Mr. Frazier, who won the twenty-five-mile championship, has been without a trophy. Immediately upon taking office the present chairman of the racing board instituted an investigation, the result of which showed that there had been a misunderstanding in the matter, and he immediately resigned all claim to the cup on behalf of the League and ordered a medal struck for Mr. Frazier. This medal will be soon forwarded to the winner.

On Wednesday, 3 December, the "Willard Cup" was presented to Mr. Hanna. A select party of friends met at Mr. Hanna's residence in Washington, for that purpose. Mr. Pelouze made the presentation speech, which was happily responded to by Mr. Hanna. Later on a bountiful collation was the order of the hour.

## The Tricycle Union of England.

THE November council meeting of the Tricycle Union of England was held on Thursday evening, 27 November, at the Palsgrave restaurant, Strand, Dr. B. Richardson in the chair. Mr. W. Blyth proposed: "That the president's scheme for extending the scope and usefulness of the Tricycle Union be approved, and that the name, objects, and rules be altered in accordance therewith." This was seconded by Mr. M. Gill, of the South London Tricycle Club. The new scheme was first submitted to a meeting held a few weeks ago, and comprised the renting of a house as a club, the furnishing of a library, the gradual acquisition of a museum, the holding of meetings for the reading of papers, and the publication of a quarterly



journal. The house was to be adapted for the accommodation of country members, and occasionally exhibitions of machines would be held in conjunction with conferences held in various parts of the country. The council adopted the new scheme, and a committee of eighteen gentlemen was appointed to elaborate the scheme, and submit it to a general meeting to be held hereafter.

#### Recent Patents.

THE following list of patents, recently issued in connection with bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street Boston:—

No. 307,757. Velocipede. Robert C. Fletcher, Tarleton Rectory, county of Lancaster, England. A folding tricycle.

No. 308,292. Vehicle wheel. Caleb E. Tower, South Bend, Ind. A suspension wheel, adapted to be applied to vehicles of different kinds.

No. 308,442. Bicycle. Henry M. Stilwell and John C. McNab, Rochester, N. Y. Has secured to the backbone, behind the saddle spring, an air cylinder provided with a piston, whereby the spring is cushioned and the jar and vibration taken up.

No. 308,794. Vehicle wheel. Chas. E. Pratt, Boston, assignor to Pope Manufacturing Company. A tubular truss wheel, whose opposite sides are braced radially apart at the spoke openings.

No. 308,862. Lady's bicycle. Louis Valiquet, New York City, assignor of one third to Dugal A. McCall, Williamsport, Pa.

ERRATA.—In records last week, Hendee's 1-4 mile record should be 38 1-5.

#### Amateur Tricycle Records.

##### AMERICAN AND ENGLISH.

- 1 mile—Eng. 47 sec. H. J. Webb, Crystal Palace, 12 July, 1884.  
Am. 48 2-5 sec. R. Chambers, Springfield, 18 Sept. 1884.
- 1 mile—Eng. 1:32 1-5, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 1:35, R. Chambers, Springfield, 18 Sept. 1884.
- 3 miles—Eng. 2:18, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 2:24 1-5, R. Chambers, Springfield, 18 Sept. 1884.
- 1 mile—Eng. 3:25, H. N. Corsellis, Crystal Palace, 21 June, 1884.  
Am. 3:13 1-5, R. Chambers, Springfield, 18 Sept. 1884.
- 2 miles—Eng. 6:26 3-5, H. J. Webb, Crystal Palace, 25 Sept. 1884.  
Am. 6:27, E. P. Burnham, Springfield, 16 Sept. 1884.
- 3 miles—Eng. 9:45, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 10:07, R. Chambers, Springfield, 19 Sept. 1884.
- 4 miles—Eng. 13:3, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 14:8, R. Chambers, Springfield, 17 Sept. 1884.
- 5 miles—Eng. 16:10, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 17:14 2-5, R. Chambers, Springfield, 17 Sept. 1884.
- 6 miles—Eng. 19:35, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 20:55, A. G. Powell, Philadelphia, 18 June, 1884 (b).
- 7 miles—Eng. 22:51, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 22:4, A. G. Powell, Philadelphia, 18 June, 1884 (b).

- 8 miles—Eng. 26:9, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 36:12 1-2, A. G. Powell, Philadelphia, 18 June, 1884 (b).
- 9 miles—Eng. 29:23, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 39:59, A. G. Powell, Philadelphia, 18 June, 1884 (b).
- 10 miles—Eng. 32:33 3-5, M. J. Lowndes, Surbiton, 21 June, 1883 (a).  
Am. 40:0 1-2, A. G. Powell, Philadelphia, 18 June, 1884 (b).

America has no records above ten miles. The following are the English records:—

- 11 miles—38:44, M. J. Lowndes, Crystal Palace, 25 June, 1883 (c).  
12 miles—42:24, H. J. Webb, Crystal Palace, 6 Aug. 1884.  
13 miles—45:54 1-2, H. J. Webb, Crystal Palace, 6 Aug. 1884.  
14 miles—49:21, C. E. Liles, Lillie Bridge, 21 June, 1884.  
15 miles—52:51, C. E. Liles, Lillie Bridge, 21 June, 1884.  
16 miles—56:29, H. J. Webb, Lillie Bridge, 21 June, 1884.  
17 miles—1:03 1-2, H. J. Webb, Crystal Palace, 6 Aug. 1884.  
18 miles—1:30, C. E. Liles, Lillie Bridge, 21 June, 1884.  
19 miles—1:7 1-5, C. E. Liles, Lillie Bridge, 21 June, 1884.  
20 miles—1:10 50, C. E. Liles, Lillie Bridge, 21 June, 1884.  
21 miles—1:14 3-4, C. E. Liles, Lillie Bridge, 21 June, 1884.  
22 miles—1:18 3-4, C. E. Liles, Lillie Bridge, 21 June, 1884.  
23 miles—1:21 4-5, C. E. Liles, Lillie Bridge, 21 June, 1884.  
24 miles—1:25 2-1, C. E. Liles, Lillie Bridge, 21 June, 1884.  
25 miles—1:28 5-5, C. E. Liles, Lillie Bridge, 21 June, 1884.

26 to 100 miles.—H. J. Webb, Crystal Palace, 6 August, 1884. Times are as follows: 26 miles, 1h. 34m. 18s.; 27 miles, 1h. 37m. 56s.; 28 miles, 1h. 42m. 39s.; 29 miles, 1h. 46m. 29s.; 30 miles, 1h. 50m. 43s.; 31 miles, 1h. 54m. 48s.; 32 miles, 1h. 58m. 54s.; 33 miles, 1h. 59m. 12s.; 34 miles, 2h. 0m. 43s.; 35 miles, 2h. 13m. 73s.; 36 miles, 2h. 16m. 47s.; 37 miles, 2h. 20m. 28s.; 38 miles, 2h. 24m. 88s.; 39 miles, 2h. 27m. 58s.; 40 miles, 2h. 31m. 57s.; 41 miles, 2h. 36m. 22s.; 42 miles, 2h. 40m. 21s.; 43 miles, 2h. 44m. 44s.; 44 miles, 2h. 47m. 56s.; 45 miles, 2h. 50m. 35s.; 46 miles, 2h. 56m. 21s.; 47 miles, 3h. 38s.; 48 miles, 3h. 3m. 55s.; 49 miles, 3h. 7m. 43s.; 50 miles, 3h. 11m. 15s.; 51 miles, 3h. 17m.; 52 miles, 3h. 20m. 54s.; 53 miles, 3h. 26m. 94s.; 54 miles, 3h. 31m. 74s.; 55 miles, 3h. 35m. 25s.; 56 miles, 3h. 39m. 45s.; 57 miles, 3h. 43m. 52s.; 58 miles, 3h. 48m. 23s.; 59 miles, 3h. 52m. 26s.; 60 miles, 3h. 56m. 38s.; 61 miles, 4h. 1m. 39s.; 62 miles, 4h. 7m. 24s.; 63 miles, 4h. 11m. 37s.; 64 miles, 4h. 15m. 52s.; 65 miles, 4h. 20m. 14s.; 66 miles, 4h. 24m. 39s.; 67 miles, 4h. 30m. 33s.; 68 miles, 4h. 34m. 39s.; 69 miles, 4h. 39m. 13s.; 70 miles, 4h. 43m. 16s.; 71 miles, 4h. 47m. 48s.; 72 miles, 4h. 50m. 55s.; 73 miles, 4h. 53m. 50s.; 74 miles, 5h. 27s.; 75 miles, 5h. 6m. 17s.; 76 miles, 5h. 10m. 12s.; 77 miles, 5h. 14m. 12s.; 78 miles, 5h. 18m. 16s.; 79 miles, 5h. 22m. 18s.; 80 miles, 5h. 26m. 21s.; 81 miles, 5h. 30m. 37s.; 82 miles, 5h. 34m. 12s.; 83 miles, 5h. 39m. 83s.; 84 miles, 5h. 43m. 26s.; 85 miles, 5h. 47m. 14s.; 86 miles, 5h. 50m. 55s.; 87 miles, 5h. 54m. 42s.; 88 miles, 5h. 58m. 18s.; 89 miles, 6h. 1m. 56s.; 90 miles, 6h. 6m. 78s.; 91 miles, 6h. 10m. 12s.; 92 miles, 6h. 14m. 30s.; 93 miles, 6h. 18m. 94s.; 94 miles, 6h. 21m. 43s.; 95 miles, 6h. 25m. 17s.; 96 miles, 6h. 28m. 47s.; 97 miles, 6h. 32m. 36s.; 98 miles, 6h. 36m. 19s.; 99 miles, 6h. 40m. 84s.; 100 miles, 6h. 43m. 32s.

101 to 100 miles.—Maj. Thomas Knox-Homes, Crystal Palace, 29 September, 1884: 101 miles, 8h. 36m. 24s.; 102 miles, 8h. 42m. 64s.; 103 miles, 8h. 47m. 36s.; 104 miles, 8h. 53m. 19s.; 105 miles, 8h. 59m. 13s.; 106 miles, 9h. 5m. 21s.; 107 miles, 9h. 11m. 17s.; 108 miles, 9h. 17m. 08s.; 109 miles, 9h. 23m. 38s.; 110 miles, 9h. 29m. 45s.; 111 miles, 9h. 34m. 48s.; 112 miles, 9h. 40m. 28s.; 113 miles, 9h. 46m. 45s.; 114 miles, 9h. 52m. 58s.; 115 miles, 9h. 58m. 58s.

(a). We give this record on the authority of G. Pembroke Coleman, official time-keeper of the N. C. U. It has been accepted by all the English authorities. The time was made at a private trial, and Robert James, a professional, made the pace. The *Tricycle*, referring to the record, says: "If the trial was a public one, then Mr. Lowndes infringed the law (Amateur) both in letter and in spirit, by allowing a professional to ride with him. If, on the other hand, the trial was a private one, then no law has been broken; but, at the same time, the record cannot be claimed as a public record, and must therefore be put in the same category as the fine private performances of Corb, Buckley, Wilson, and others, which, though most fully authenticated, cannot be put in the record books for the above reason." The *Tricycle* accepts the record on top of this.

(b). This record is questioned by many authorities but has been accepted by the L. A. W. racing board. (c). Penn. Coleman gives this time as 37:41, but at that figure, the mile would have had to be run in 2:53. We must charge the error to the printers, we think.

#### PROFESSIONAL TRICYCLE RECORDS.

America has none.

1 to 20 miles, Eng.—Fred. Lees, Leicester, 24 May, 1884. Times: Quarter-mile, 54s.; half-mile, 1m. 43s.; three-quarter mile, 2m. 33s.; one mile, 3m. 20 1-2; two miles, 6m. 35s.; three miles, 9m. 55s.; four miles, 13m. 19s.; five miles, 16m. 45s.; six miles, 20m. 08s.; seven miles, 23m. 32s.; eight miles, 26m. 51s.; nine miles, 30m. 15s.; ten miles, 33m. 33s.; eleven miles, 37m. 18s.; twelve miles, 40m. 23s.; thirteen miles, 43m. 41s.; fourteen miles, 47m. 55s.; fifteen miles, 50m. 29s.; sixteen miles, 53m. 48s.; seventeen miles, 57m. 12s.; eighteen miles, 1h. 33s.; nineteen miles, 1h. 3m. 59s.; twenty miles, 1h. 7m. 15s.

#### MISCELLANEOUS RECORDS.

##### AMATEUR TRICYCLE TANDUM, ENGLISH.

- 1 mile—44 sec. W. Brown and J. S. Smith, Crystal Palace, 18 Oct. 1884.
- 1 mile—1:26, H. F. Wilson, R. Cripps, Crystal Palace, 23 Oct. 1884.
- 1 mile—2:10, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 1 mile—2:54, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 1 mile—3:19, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 1 mile—4:21, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 1 mile—5:10, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 2 miles—5:54, Wilson and Cripps, Crystal Palace, 23 Oct. 1884.
- 3 miles—9:17, Brown and Smith, Crystal Palace, 18 Oct. 1884.
- 4 miles—12:27, Brown and Smith, Crystal Palace, 18 Oct. 1884.
- 5 miles—15:33 2-5, Brown and Smith, Crystal Palace, 18 Oct. 1884.

American tricycle record for 24 hours—127 miles, L. H. Johnson, 11 July, 1884.

English tricycle record for 24 hours—230 1-2 miles, W. F. Sutton, beginning 12 Sept. 1884, at 10 p.m. In the ride from London to Edinburgh, the whole distance 400 miles was covered in 20 h. 5m. The record is disputed, and an investigation is now going on. Previous record—222 miles, Alfred Bird, 28 July, 1883, in Speedwell road race.

American 100-mile road record—11h. 30m., W. R. Pinnau, in Boston Club road race, 4 Oct. 1884.

English 100-mile road record—7h. 35m., H. J. Webb, 27 Sept. 1884, (Kangaroo race.)

English 100-mile tandem tricycle road record—8h. 11m. 45s., Messrs. Gossett and Bird, 27 Sept. 1884, (Kangaroo race.)

English 24-hour tandem tricycle road record—231 miles, A. Bird and T. R. Marriott, 26 July, 1884.

English, Land's End to John O'Groats—7d. 18h. 58m., H. J. Webb, 17 to 24 August, 1884. (Disputed.) 1:02 1-2 miles, in 9d. 6h. 35m. Same trip. (Disputed.) 8d. 11h. 45m., Alfred Nixon, 16 to 24 August, 1884. (Disputed.) 13d. 23h. 5m., Alfred Nixon, 14 to 28 August, 1882.

English, sociable road record—25 miles in 1h. 50m.; 50 miles in 4h. 29m., H. N. Corsellis and H. J. Webb, 12 June, 1884. Long distance record—180 miles, James Lenoir and W. F. Sutton, 16 July, 1883.

Sutton continued to 190 miles with another rider.

English, tandem tricycle long distance record—109 1-2 miles in 24h. by John Hawkins, Jr., and A. Henry, 28 July, 1883. 131 miles in 12 hours by Nicholson and Gossett, 8 May, 1884.

English, sociable path record—1 mile, 1:11 2-5, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct. 1883. 1 mile, 3:35 1-2, 2 miles, 7:3 4-5, A. J. Wilson and J. H. Pullin, Alexandra Palace, 31 May, 1884; 3 miles, 12:17 1-2, 4 miles, 16:25 1-2, 5 miles, 20:38 3-5, 6 miles, 24:54 1-2, 7 miles, 29:30 1-2, 8 miles, 33:23 1-2, 9 miles, 37:36 1-2, 10 miles, 41:40 1-5, Mr. and Mrs. J. S. Smith, London, 24 Oct. 1883.

English, tricycle road record for ladies—153 miles in 23h. 47m., Mrs. Allen, Birmingham, 29 July, 1883. Jessie's Choice rode 113 miles in 20h. 51m., 15 and 16 July, 1883.

American, tricycle road record for ladies—45 miles in 1d., Miss Mabel Corson, 17 Oct., 1884, in ride from Rochester, N. H., to Boston.

American, sociable road record—80 miles, H. S. Tibbs and A. T. Lane, Montreal, Aug. 1883.

American, sociable road record with lady rider—53 miles, F. W. Weston and Miss Flora Howe, 21 Aug., 1884. French, tricycle road record—339 kilometers, 200 metres (214 miles) in 24h., M. Roussel, 4 Oct. 1884.

(Z). English authorities give this record to Wilson and Pullin, but the reports of the race would seem to indicate that Webb and Corsellis led at 1 mile, and should have the record.

DOODLE Robinson has sailed from England for Panama.

THE recent record-breaking at Chicago, by Woodside, 8 December, was done on a Duryea saddle.

H. S. Wood, of the Philadelphia Bicycle Club, has rode over 3,100 miles on the same Duryea saddle, during 1884.

#### New Records.

No man in the racing world likes more to see his name on the record list than W. M. Woodside; and every race that he goes into is sure to have a cracking pace. He has long had his eye upon the professional records from one to fifty miles; and on Monday afternoon, 8 December, at Chicago, he succeeded in capturing all the records from eleven to fifty miles.

The track was 1,564 1-2 feet in length, requiring 3 1-2 laps to the mile. It had been carefully measured by Mr. B. Wallace, assisted by Mr. Phil Hammill, and was afterward remeasured by Mr. N. H. Van Sicklen, chairman of the racing board Illinois Division L. A. W., who certifies to the correctness of the measurement. The scorers were Messrs. Smith and Thornton; and the time-keepers, Messrs. N. H. Van Sicklen, George E. Lloyd, and T. W. Eck. The atmosphere was very chilly inside the building, and the only complaint made by Woodside was, that the cold seemed to get into his joints. His only refreshment during the race was a bottle of ginger ale. He cut out his own pace until he had finished the thirty-third mile, when he was joined by Phil Hammill, of the Chicago Bicycle Club, who carried him along at a fast gait to the finish. This was a kindly service at the hands of Mr. Hammill, but when he discovers that he has made himself a professional, we think he will regret it. The following table shows the time made:—

Miles.	H. M. S.	Miles.	H. M. S.
11	0:03.06 1-2	26	1:26.38
12	0:06.15 1-2	27	1:30.14 1-2
13	0:09.25 1-2	28	1:33.48 1-2
14	0:12.40 1-2	29	1:37.27 1-2
15	0:15.53	30	1:41.08 1-2
16	0:19.07	31	1:44.52 1-2
17	0:22.22 1-2	32	1:48.26 1-2
18	0:25.40	33	1:52.11 1-2
19	0:28.55	34	1:55.53 1-2
20	0:32.08 1-2	35	1:59.40 1-2
21	0:35.20 1-2	36	2:03.05 1-2
22	0:38.40 1-2	37	2:06.33 1-2
23	0:41.51	38	2:10.09 1-2
24	0:45.18	39	2:13.44 1-2
25	0:48.41	40	2:17.18 1-2
26	0:51.30 1-2	41	2:20.54 1-2
27	0:55.21 1-2	42	2:24.34 1-2
28	0:58.48	43	2:28.12 1-2
29	1:02.09	44	2:31.51 1-2
30	1:05.38 1-2	45	2:35.33 1-2
31	1:09.11	46	2:39.21 1-2
32	1:12.34 1-2	47	2:43.08 1-2
33	1:16.14	48	2:46.55 1-2
34	1:19.36 1-2	49	2:50.43 1-2
35	1:23.05 1-2	50	2:54.01 1-2

Springfield took new records from one to ten miles, and now we have a clean sheet for 1884 to fifty miles.

#### RACING NEWS

THE proposed bicycle team race between Woodside and Brooks and Morgan

and Louise Armaindo, which was to have begun 22 December, at Battery D Armory, and last six days, twelve hours daily, for \$250 a side, has fallen through. A forfeit of \$50 each had been put up in the hands of T. Z. Cowles, editor of *The Mirror of American Sports*, with the agreement to put the remaining \$200 a side in instalments of \$100, 11 and 16 December. Tom Eck, who was to back Morgan and Armaindo, paid forfeit, and the match is off. Eck was depending on John S. Prince to take the place of Morgan, who is disabled in one of his feet, but Prince refused to go in, saying he did not want to take part in a six-day race at present. So the money was taken down by Woodside on the 11th inst.

THE Hermes Club will hold a race meeting at the Exposition Building, on Christmas Day. The following events will be on the programme: One, two, and five-mile scratch; two and three-mile handicaps, and a half-mile heat race. Entries must be made to J. O. Blake, 68 and 70 Wabash Avenue, Chicago, and will close on Monday, the 22d inst. Entrance fee to each event, fifty cents.

THE series of weekly bicycle races, under cover, inaugurated by the Reading Pa., Bicycle Club, was continued Thursday, 11 December, at the Keystone Skating Rink. In the slow race, the second of the series, Mr. Henritzy won in three quarters of a minute, the remaining entries having been George W. Miller and W. Irving Wilhelm. The first 1 1-2 mile race, in which George W. Miller and Fred W. Krueger engaged, was declared in favor of Krueger, because of a foul by Miller, the foul being a run in on Krueger's wheel. The second 1 1-2 mile race was won by Mr. J. Arthur Curtis over Mr. Henritzy, Curtis coming along in splendid form in 5m. 40s. The third 1 1-2 mile race was won by W. Irving Wilhelm in 6m. 9s. over Mr. Kline's 6m. 11 1-2s, this being the closest race of the lot.

T. W. ECK is making arrangements to take five other bicyclists with him to New Orleans for a six weeks' engagement at the World's Fair, where a six-lap board track is to be built for them. The party will include Mlle. Louise Armaindo, Messrs. Eck, Prince, Higham, Woodside and Morgan, and they will give a long series of bicycle and tricycle races, with exhibitions of fast riding each day.

AT Muncie, Ind., 11 December, notwithstanding a heavy snow storm, a large audience witnessed a bicycle and roller skate race between George W. Jones and Del Robinson. Jones, who took the gold medal for fancy riding at the contest on the Fourth of July, and also at the State contest at Cambridge, made a mile in five minutes and thirty seconds, including a fall by a broken treadle, beating Robinson thirty seconds.

ST. LOUIS and Chicago are after each other, and challenges have been issued by Hammill and Van Sicklen, of Chicago to

Cola E. Stone, of St. Louis. Stone is burning for a race, and the meeting will probably take place on Christmas Day, at the race meeting of the Hermes Club, of Chicago.

SAN FRANCISCO, 27 November. Sports of the Olympic A. C., five-mile bicycle handicap.—F. E. Johnston, one hundred and fifty yards (1), 17,22 1-2; S. F. Booth, scratch (2).

It is proposed to give two or three days' races during the spring, upon a fine half mile track in the suburbs of Memphis, Tenn., and if a sufficient number of wheelmen can be induced to participate, prizes amounting in value to several hundred dollars will be offered. Hotel accommodations and railroad fares at reduced rates will be secured, and every possible inducement offered. Wheelmen everywhere in reach of Memphis should at once write to W. L. Surprice, the Secretary of the Memphis Bicycle Club, and give the movement their hearty support.

#### WHEEL CLUB DOINGS

THE Berkshire County Wheelmen gave a promenade concert, dance, and skating festival, 18 December.

SALEM, ORE.—A club was formed 27 November. With members as follows: W. W. Martin, president; H. L. Hatch, captain; Geo. Herren, secretary and treasurer; Mark Skiff, bugler; Mrs. Hatch, Chas. Cox, T. Howard, F. D. McDowell, L. McClane, and Burt Lucas.

THE Indianapolis Bicycle Club have arranged for a trip to New Orleans, 24 January, and invite all wheelmen and their friends to join them. Extra accommodations will be furnished for the occasion. For further information, address C. F. Smith (manager), Indianapolis, Ind.

STAR CLUB.—The following are the officers elect of the St. Louis Star Bicycle Club: President, Newton Crane; vice-president, Edward Sells; secretary and treasurer, Elliott B. Page; captain, Hal W. Greenwood; lieutenant, H. E. Belcour; bugler, Charles Stanbrook. Mr. Crane is a prominent lawyer of St. Louis, and a staunch friend of the Star.

THE Portland Wheel Club will give a grand bicycle ball and exhibition, 18 December. Hutchinson, the Boston fancy rider, will give an exhibition.

THE Springfield Bicycle Club will hold its fourth annual concert, exhibition and ball, 23 February, 1885.

THE first dance of the Somerville Bicycle Club took place last Friday evening in Eberle Hall, Union square. Music was furnished by Edmand's orchestra, and the affair proved so enjoyable that another ball is talked of. The committee consisted of George G. Beals, William R. Maxwell, George Shaw, Harry S. Worthen, and Eugene Sanger.



ON Thursday evening, 11 December, the members of the Brooklyn Bicycle Club gave a reception at the residence of the captain of the club, Mr. H. R. Elliot. Dancing was the order of the evening, and was indulged in until a late hour. The members of the club wore knickerbockers and full dress coats. The costume was decidedly handsome. About thirty couples were in attendance.

THE Elizabeth (N. J.) Wheelmen's Club has made wonderful progress in membership, having advanced from ten in April to forty-four. A grand exhibition was held in the New Jersey rink on Tuesday. In the near future, the club expects to build a club-house of its own.

THE Salem Bicycle Club had an entertainment in the Salem Rink Thursday, 18 December, consisting of a drill by the Star Club, of Lynn, and juggling and balancing by Prof. Horace Coffin.

A NUMBER of the Thorndike Bicycle Club, of Beverly, attended a costume carnival at Danvers Rink, Wednesday evening, 10 December. D. E. Hunter, the racer, appeared as a sailor.

THE Peabody Bicycle Club now numbers fifteen members. They have recently secured rooms and furnished them.

#### 'CYCLISTS' TOURING CLUB

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Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.

Massachusetts.—H. W. Williams, 258 Washington street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—J. A. Cross, Valley Mills, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): J. C. Spence, Jr., 208 West 124th street, New York City; E. N. Blue, 200 Worth street, New York City; Geo. W. Hendrick, 74 Concord street, jeweller, Nashua, N. H.; E. P. Chandler, 70 Concord street, bookkeeper, Nashua, N. H.; John F. Bixby, 33 Concord street, student, Nashua, N. H.; Frank B. McKenn, 60 Concord street, student, Nashua, N. H.; E. M. Gilman, 8 Prospect street, broker, Nashua, N. H.; Frank A. McMaster, 108 Ash street, machinist, Nashua, N. H.; Thomas E. McAfee, Nashua, N. H.; Thos. E. Cookman, 1613 Arch street, Philadelphia; B. H. Craycroft, Market street wharf, Philadelphia; Edward N. Manning, 854 N. 19th street, Philadelphia; James A. Gale, 1303 N. 19th street, Philadelphia; Ewing L. Miller, 134 S. Front street, Philadelphia; Frank B. Steadman, 323 Cedar avenue, Cleveland, Ohio.

APPOINTMENTS.—State consul for Massachusetts, F. Alcott Pratt, 31 Chestnut street, Boston, *vice* H. W. Williams, resigned; Consul for Concord, Mass., John S. Pratt, Main street, Concord, *vice* F. A. Pratt, appointed State consul.

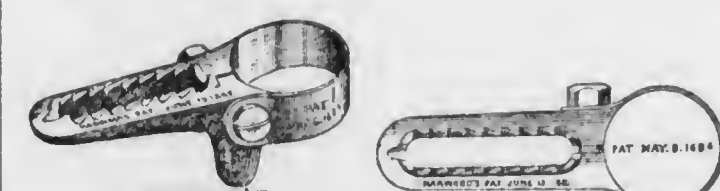
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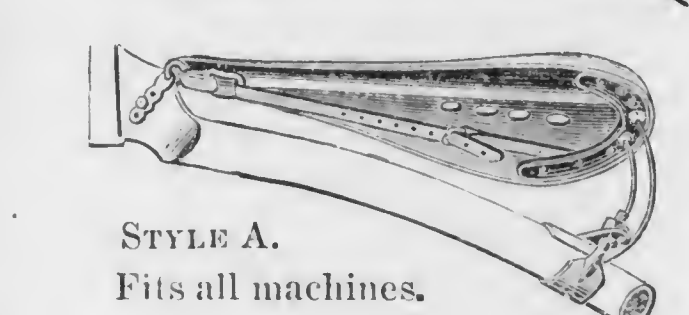
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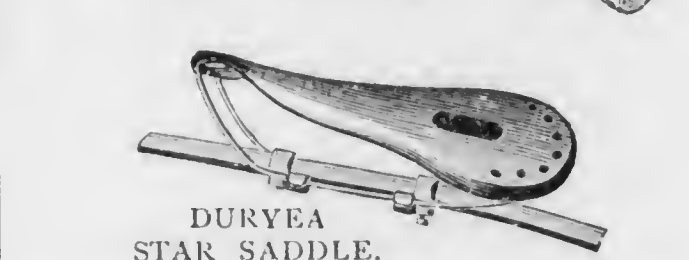


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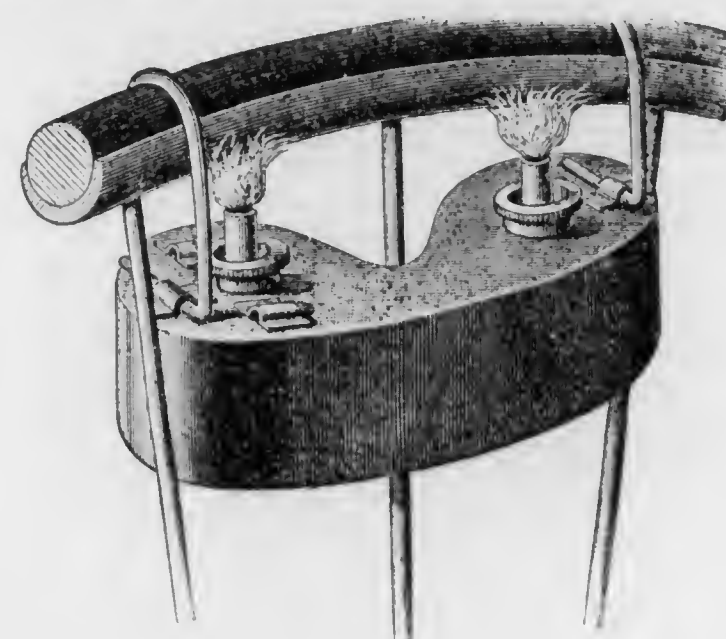
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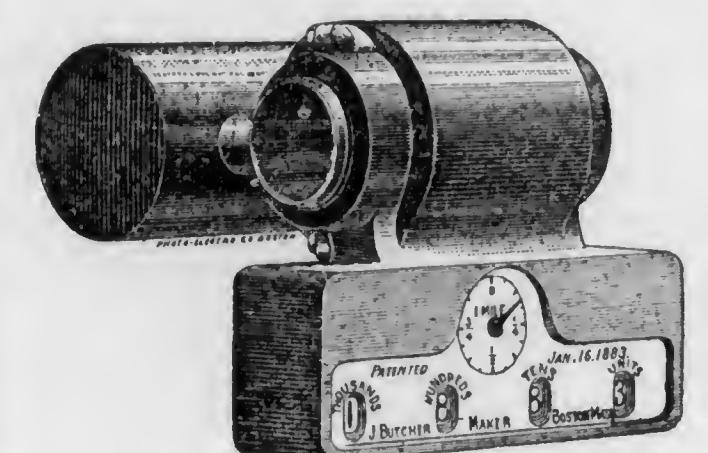
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RENEWALS.—Members are reminded that renewals should be sent in to the chief consul at once. Renewal blanks will be found by each member in his January Gazette. Renewals will be published in the club Gazette but not in this paper.

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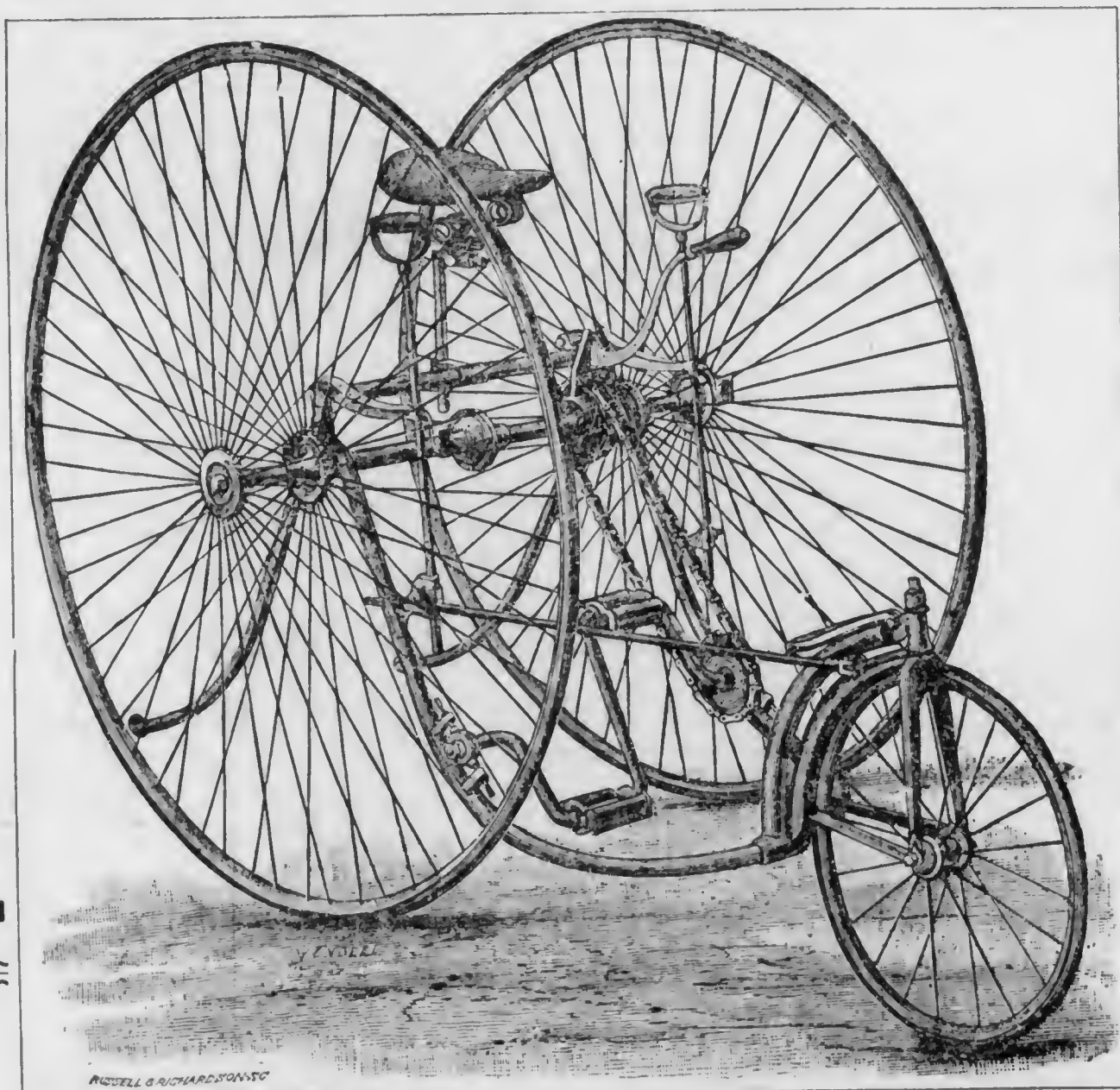
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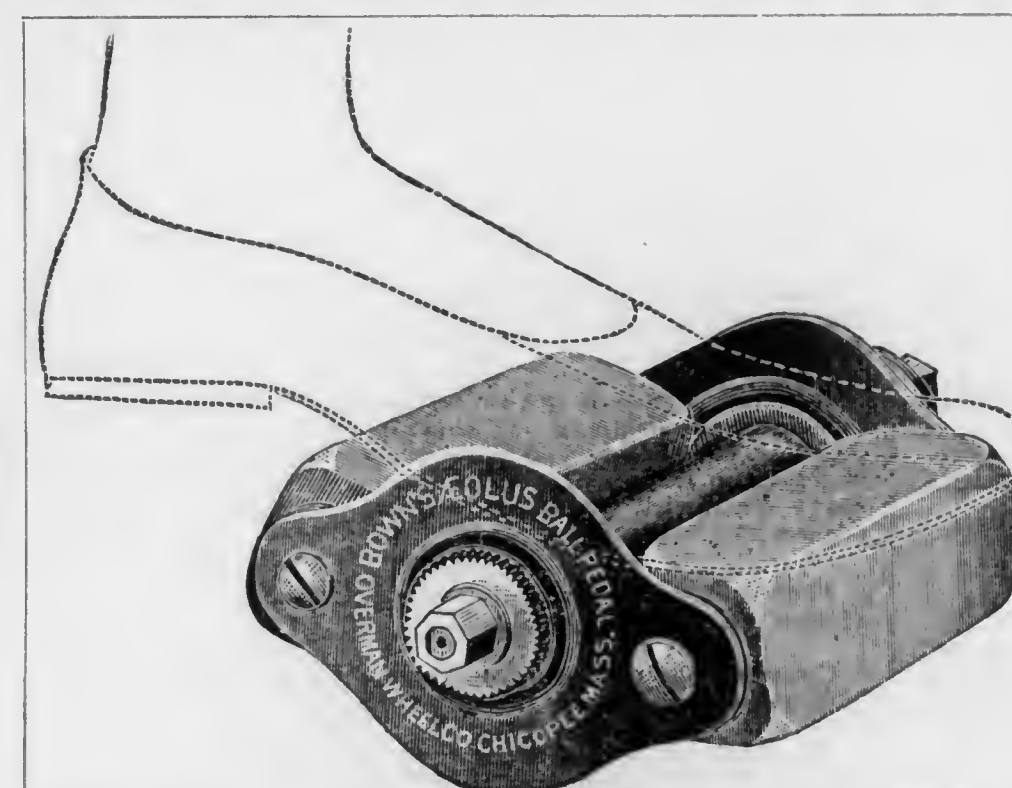
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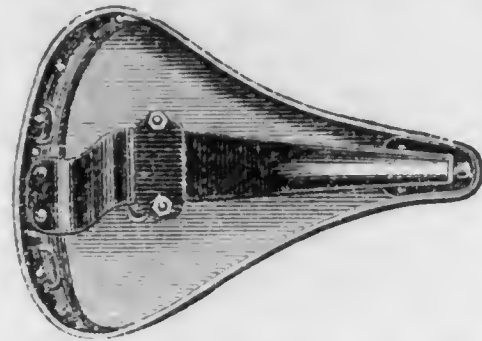
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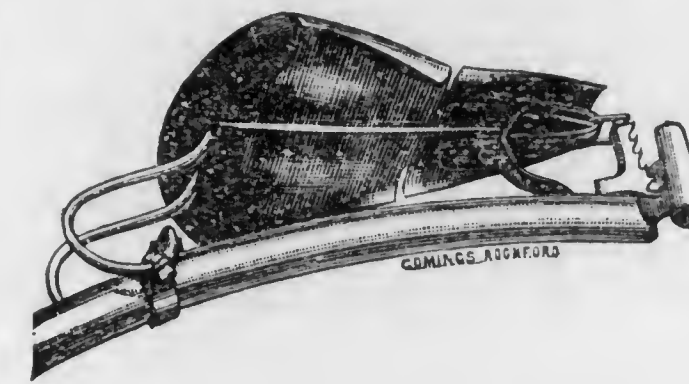
We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

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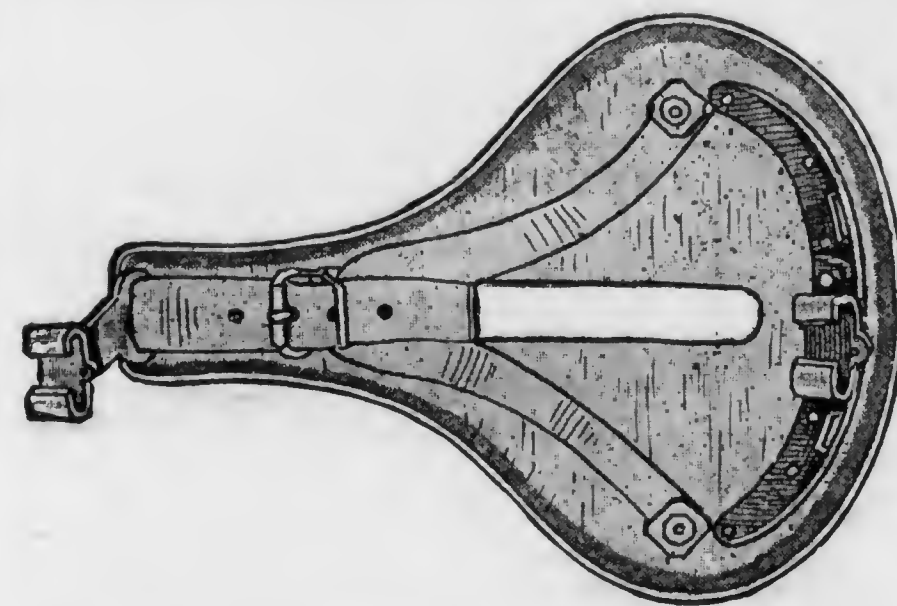
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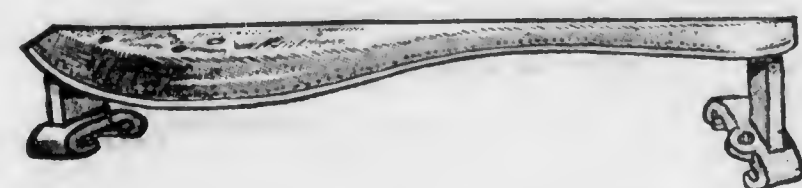
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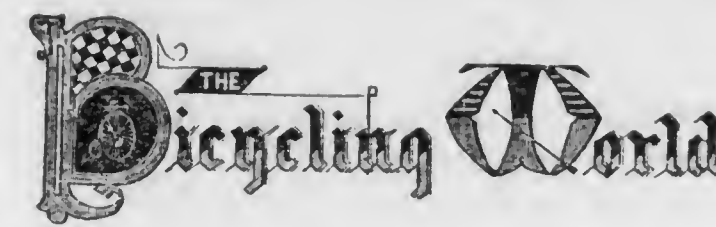
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Single copies are for sale at the following places:—

New England News Co., Franklin St., Boston.  
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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 26 DECEMBER, 1884.

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### CENTRAL PARK.

It is with no little surprise that we have witnessed the equanimity with which the wheelmen of New York have regarded the withholding of rights justly their due, and the eagerness with which they have grasped the crumbs of indulgence thrown to them from the tables of the Park Commissioners. There is no use in dis-

guising the fact that the alleged concessions of the Park Commissioners are not what the wheelmen ought to have, and we regret to see the humiliating spectacle of a body of men, backed by so large an organization as they are, receiving as a favor much less than is legally their right. That the courts would give to wheelmen the same rights as are accorded to carriages, we do not question for a moment, if the matter was fought as it should be, and we have been not a little chagrined that the League has not taken up this battle and fought it to the bitter end. It has been the proud boast of the League that it has opened parks, secured wheelmen their rights, etc., etc., and yet, in the case in point, they have not made the first organized effort, nor do we know where they have. The Central Park case was carried into court and brought to trial by the Pope Manufacturing Company, who spent a large sum of money in the laudable endeavor to force the Commissioners to open the park. True, the first decision was against us, but are we to lie down supinely when there are higher courts to carry the case to? Not if we are earnest in our desire to carry our end. We believe the case would have been carried on, had not the attention of wheelmen been diverted by sundry so-called privileges, which were doled out by the Commissioners. These privileges were not obtained through the power or the influence of the League, nor can any club claim credit for what has been gained. One man alone, Mr. Bourne, of New York, is responsible for all that has been done, and in bringing it about he has not employed any of the agencies or powers of the National organization. For what he has done, Mr. Bourne is entitled to great credit, but we believe it would have been better had the wheelmen demanded their rights, and battled for them till victory was won. It is not enough that wheelmen may enjoy riding in the park under restrictions that must be humiliating. It is not enough that certain men who belong to clubs and wear uniforms should be given the privilege to ride in the park, provided they wear a badge, for which they must pay. In the name of the great army of unattached wheelmen, we protest against this thing. Their rights are as dear to them as those of the club men, and they have just as much claim to be considered. We have an organization numbering five thousand wheelmen, another with a local

representation of five hundred, backed by sixteen thousand across the water. We have a large capital employed in the manufacture and the importation of machines. With all these forces at work, we could conduct a campaign against the enemy that would insure good results and win us the respect of the outside world. Let us drop vain parades and useless show, and enter upon this work heart and hand. Let the dues be doubled if need be, for no one would object to an extra assessment if they saw it devoted to such a purpose. Let us demand of New York what Boston, Washington, and Philadelphia do for wheelmen. Let us demand that wherever a carriage goes there may a wheel follow without restriction. Let us take off our coats and go into this thing with a will. And let us have no more of the humiliating spectacle that we see in New York, where the wheelmen are on their knees to those who withhold rights that the wheelmen hesitate to demand. The League is looking for something to do. Here is its grand opportunity. Let it call upon the C. T. C., if necessary, for a helping hand, and we believe it would get material aid in no slight degree.

We clip the following squib from the correspondence of the the Springfield Gazette:—

"The club-house of the New York Club consists of one room, and is located in a very undesirable part of the city. The club as a body is never heard of, and, as yet, I have not seen a club run of theirs. 'T is indeed true that 'but for the president, Mr. Adams, the club would have reposed in the silent grave long ago.' However, it is not much of an organization, anyhow, and who would sing the requiem in case it were to die? Who?"

This covert attack upon the New York Club is as contemptible as it is untrue. Those who have visited the snug quarters of the oldest club in New York City, and have met and enjoyed the society of its many pleasant and gentlemanly members will unite with us in denouncing this false attack. Why is it that a club cannot "retire to private life," as they say on the other side, without having some jealous or malicious scribe rush to the press and slander the organization that is dear to the hearts of its members. We are familiar with the New York Club,



and the pleasure its members derive from a sensible use of the wheel, and we know that it is false to say that it is not much of an organization. It may not indulge in club runs and military drills, but the time for such things has gone by. Why, in the same number of the *Gazette*, an English letter tells how club activity has fallen off in England, but there it is no disgrace to "retire." We have time and time again said, and now reiterate, that the private affairs of a club should be sacred from the pens of malicious slander mongers. The public acts of a club are open to criticism always. If a club wishes to live quietly it should be allowed to do so, and we will be the last to intentionally peer into the affairs of an organization that in no way concerns us or our readers.

A CORRESPONDENT, in another column, suggests that the payment of \$1.00 by an applicant should entitle him to membership for one year from the date of his admission, and that there should be no clearly-marked League year. Many reasons might be advanced to show the benefits of such a change, but it would destroy the ticket system, and this gives to the member all the direct benefit that he enjoys. League membership is shown by the possession of the proper ticket, and the color of these is changed each year. This prevents a man from using the passport after he has ceased to belong to the organization. We know of no way to carry out this idea under the system our correspondent suggests, unless the members carried receipted bills showing the date of expiration of their membership, and such a plan would be open to objections that will readily occur.

THE Boston *Herald* has been very active of late in giving currency to the idea that Boston is not a cycling centre. It has found out the error of its ways, sponged off the old account, and begun anew as follows:—

"Boston, and its two representative clubs with their fine club-houses, fairly lead the world in their social life and social influence. The number of their members is now over 500, and they are really the only real young men's clubs of any prominence in the city. America is far ahead of England in this respect, and the cycling visitors from the old country are sure to go back filled with wonder, if not with envy, at the magnificence of the club life of Boston's bicycle clubs. The example of Boston is extending to all parts

of the country, and the clubs of prominence in the larger cities are building, or preparing to build, their own homes. Boston is not, however, a racing centre. It seems to have got over that craze. During the years of the infancy of 'cycling here, it was the racing that gave it a great impetus, created admirers and riders of the silent steed. Throngs would assemble in cold weather at the Institute rink to see the flyers. All was enthusiasm in those days. But the novelty has worn off, and even Howell or Wood or Prince could not draw a crowd. Boston riders are more fond of road riding. A road race will attract more entries nowadays than will a track race. No city has the road riding record that is made in this vicinity."

We welcome our esteemed contemporary back into the fold. It is treason in a Boston man to admit for a moment that any other place under the sun can hold a candle to Boston in any particular.

WE prophesy a decided increase in tricycling next season. If for no other reason than the prospects of stout rivalry between the dealers, our reasons for this opinion would be sound. There will be on the market several new tricycles of popular patterns, some of which will be light and from the reputation of their makers, presumably well made. Tricycling has not as yet taken a very strong hold upon the public, but a year from this time the three-wheeler will have made great strides in popular favor.

THE prospects of several leading manufacturers opening branches of their English houses in this country bids fair to somewhat revolutionize the trade. We shall, if the rumor becomes a consummated fact, have occasion to congratulate every cyclist upon being better able than formerly to pick and choose his mounts by personal inspection. Private advices have been received which lead to the belief that at no distant date announcements will be made of trade movements that will prove of great benefit to cycling. At present we are not at liberty to divulge any names.

OUR e. c. joins with us in the cry that a weekly gazette is uncalled for, and an unnecessary expense. The editor of the o. g. cites an instance where it would have worked to the disadvantage of the League to have a monthly issue only. Such instances are very rare, and the one cited is a weak specimen.

OUR two contemporaries are discussing the necessity for a wheelman in the editorial chair of the gazette. All other points being equal, a wheelman would be an advantage in many ways. He would certainly put more enthusiasm into his work than one who had no interest in the sport.

CAN it be that the *Wheel's* italic case is low? Else why does it content itself with the heading, "Borrowed from our Neighbors," over its selected paragraphs. We would as leave have no credit at all for what is taken from us as to have it thrown helter skelter into a heap of matter in this way.

THE editor of the official gazette answers our criticism upon the absence of a section to provide for the amendment to the constitution by pointing to the rule which provides for amendments to the rules. That this does not supply the omission he admits by saying that the proper article will be supplied at the next meeting.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phrasing.]

Chris to W. I. H.

Editor *Bicycling World*:—I would not intrude on your space, but that I think that perhaps your pages may reach where the pages of other cycling periodicals might not voyage. I want you to grant me the privilege of denying, point blank, the charge made by W. I. H. against me in the *Wheel*, of 18 December. The following words used by him in that paper will explain what I mean. He says: "There seems to be a mistaken idea going the rounds in regard to the attitude of the Springfield Club toward the League, started by a paragraph in the 'Official Gazette,' said to be culled, wherefrom, — unless from the vivid imagination of the 'culler' — no one knows."

Now I would wish to say that this statement or charge is utterly false, as are also the insinuations of W. I. H. which follow after it, that I, Chris Wheeler, did in my cursory comments throw slurs on the Springfield Bicycle Club, and that I questioned the truth of its muster roll. By the use of a negative sentence, he would imply that I either stated, or did not state, that the club had one hundred and thirty members. Exactly what he is driving at, I do not know. I have no recollection of going into such particulars as these, in any of my comments, and will feel very much surprised,

indeed, if W. I. H. can point the unlucky comment out in which I started, as he says I have started, this fuss over our good friends of Springfield. If it is a thing that he can do so, why, I shall not have the slightest hesitation in endeavoring to set right any wrong that I may have done; but as far as I know at present, my esteemed friend W. I. H. is more in the wrong than I am. So much for my mistaken criticism. Now I would wish to notice the journal to which his "vivid imagination" contributed such remarkable information. An accurate journal, surely, which allows a friend to be maligned in such a fashion. Surely the *Wheel* is, when it holds up its hands in "holy horror," surely it is a "holy terror."

In this same issue of the *Wheel* I read as follows: "We would overlook the efforts of an inexperienced editor like Mr. Ducker, but when our monthly contemporary, the *Amateur Athlete*, whose editor is the official handicapper of the League, and supposed to have the times of every one at his fingers' ends, promptly borrows and republishes the identical plate without correction, we can only hold up our hands in holy horror."

Now the writer honestly believes that the *Amateur Athlete* is a weekly, and not a monthly publication, and he is also strongly under the impression that though the editor of the Springfield *Wheelman's Gazette*—who, I understand, is Mr. Ducker—may be behind the magnate of the *Wheel*, as an editor, yet, judging from what I have beside me, he does not appear so to be. He has at least pride enough to wish his paper to occupy a front rank in the field of cycling journalism, and does his best to put it there, even in the matter of typography, but of course in the line of typography he cannot touch the *Wheel*.

I trust that my fellow L. A. W. members will acquit me of any desire to play the part credited to me by W. I. H., who I hope will either unearthy Chris' ugly comment, or else acknowledge himself to be mistaken. CHRIS WHEELER.

### More Changes Needed.

Editor *Bicycling World*:—Anent the proposed changes in the L. A. W. rules, I wish to suggest one that I think I suggested to the framers of the present code, which was adopted at Chicago, but they did not consider it. It is this: Let League membership end one year from the date of admission. Not only will this be simple justice to the member who joins from one to eleven months after the annual meeting, but it will really occasion less work and less anxiety to the secretary and treasurer, in that it enables those officers to keep their book and accounts more at their leisure, instead of crowding everything together at the close and beginning of the League year. Besides, it would induce the Spring riders to join as soon as the season opened, instead of waiting, as many now do, until

June, in order to get their money's worth of membership.

Further, I favor the abandonment of the newspaper "organ" system and the substitution of the official gazette, to be sent directly by the League to each member, either at fortnightly or monthly periods, or at such intervals of time as may be necessary to communicate any proposed or accomplished business, or information that the members should know. This gazette could also take the place of the expensive postal announcements, relating to elections, constitutional amendments, etc., which, it seems to me, are often needless outlays, in view of the fact that every member is supposed to receive the "official organ": although, in respect to this last, until within a month past, neither I nor other League members of the Chelsea Bicycle Club, had been favored with copies. I was not, however, surprised at this remissness on the part of the *Wheel*, although our dues had been sent directly to its editor, who was then corresponding secretary. However, I receive it now; thanks to our division treasurer.

WILLIAM E. GILMAN.

### The Harvard and Yale.

Editor *Bicycling World*:—Many of your readers appear to think that we intend to abandon the manufacture of our Harvards and Yales, in favor of the new machines referred to in your last week's issue. Such is not the case. Whatever novelties we may put upon the market next year, our old-time favorites will certainly not be withdrawn: in fact, the present indications are for a larger demand than ever. Whatever the demand for Harvard and Yales in 1885 may be, we shall endeavor to be ready for and supply it.

By giving this the publicity of your columns you will remove some wrong impressions, and oblige

THE CUNNINGHAM COMPANY.

Boston. 22 December, 1884.

### The Gazette Again.

Editor *Bicycling World*:—The editor of the L. A. W. *Gazette* spoke last week of my letter in your issue of the previous week (12 December, as "this admirable and terse statement of the case," but objected to the "too often argument."

Experience in such matters is better than theorizing, and I think experience shows that we do not require a weekly publication. A monthly *Gazette* would probably be too infrequent. The railroad matter cited by the editor of the *Gazette* is a case in point; but it would not apply with half that force to a bi-weekly publication. I suggest, as the result of experience to date, that next year the *Gazette* be published on the first and fifteenth of each month.

The other important consideration is oneness of location of editor and publisher. Any one who has participated in editorial work, knows the difficulty of

editing a sheet at any distance from the office of publication. I repeat what I said before, that you can't have the editors in one place, and the publishers in another, and bring out a paper in proper form. This is experience, not theory.

What say the L. A. W.? L. H. P.

### CURRENT CALAMO

#### A Header.

##### I.

A PLEASANT ride,  
A gutter wide,  
A bruised and battered form,  
A laughing girl,  
With flying curls,  
Help the cyclist so forlorn.

##### II.

A month of calm,  
To mend an arm,  
His nurse that charming dame,  
Gay Cupid's dart,  
Pierced cyclist's heart,  
And kindled love's bright flame.

##### III.

A little kiss—  
Ah! that was bliss,—  
A little blush, and "Yes."  
A little ring,  
To bind the thing,  
A clergyman and dress.

##### IV.

A little cot,  
Where strife is not,  
Nor bickering nor fuss,  
A wheeling toy,  
For baby boy,  
A tricycle for us.

FRED E. SMITH.

HERE'S to your health and a Merry Christmas.

OUR legal associate writes it now: "Know all men by these presents."

STOCKINGS you be hanged. Presents are paying the penalty of high trees on.

LET'S all be merry. We can't get much from out of the wheel. Let's take it out of Santa Claus.

To dream of sticking plaster foretells a header.

MONEY is called a circulating medium. So is a bicycle. The latter circulates more freely when accompanied by the former.

WHAT is the difference between the man who purloins his cigars and the bicyclist who pushes his machine up the hill? One is stealing his weed and the other is wheeling his steed.

THE bugle sounded a halt, and little Snip, who loses no opportunity of showing himself off, demanded of our captain the reason why. To whom replied that courteous officer, "Don't you see it's getting thick ahead? We must be careful, or something may happen to somebody somewhere." "Thick ahead be jiggered," answered Snip, whose language is frequently vulgar, "the stars are



beginning to shine. There's Jupiter, and what's-his-name, and ——" "Exactly so," replied the captain, "but we are not going to call upon Jupiter or what-d'ye-call-him this evening. Our way does not lie among the stars, but through the village of Mudfizzle." And he slowly led the way, muttering something about spelling thick ahead in two syllables, which Snip fortunately did not hear.

SOME one recommends tipping the wick of a lamp with a drop or two of paraffine as a means of making it light up the moment a match is applied. Fifty years ago — perhaps a hundred and fifty — our amateurs used to dip the wicks of rush-lights in turpentine for the same purpose.

"It is the early bird that catches the worm," says the family doctor," quoting the old proverb. "Serves the worm right for being out so early," replies the lazy cyclist. "for I cannot get up myself, and the proverb does not apply to me." "Oh, yes, you can; and oh, yes, it does," continues Dr. Jalap. "What is your hour of rising?" "Nine o'clock in a general way." "Just so. If you get up half-an-hour later every day you will find yourself in the course of a month getting up at four in the morning." "Twiggies vous?"

SINGER'S new Xtraordinary has a 44-inch wheel.

AN agency for the American Star is being negotiated in England.

A SCOTCH divine was recently brought before the magistrates charged with trespassing on the footpath with his tricycle. In answer to a question, why he had gone on the path, the Rev. gentlemen, with all the wit of his country, replied, "I am paid, your honor, for trying to persuade others to shun the broad road, and why not practice what I preach?"

HENDEE will ride a close-built 57-inch Rudge next year. He has been riding a 55-inch.

WITH six floors, 80 x 45, Stoddard, Lovering & Co., should be able to take care of their large business, including the bicycle contingent.

THE latest novelty of the variety stage is an elephant that rides a tricycle. He is now doing the act in Boston.

THE certificates furnished by the Chicago officials, relating to the record cutting feat of W. M. Woodside seemed to be all that was required, but the *Sporting Journal* claims that there was no solid curb to the track, and that the measurements were taken from a line drawn on the floor, and also that the times given for the thirteenth and fourteenth mile were estimated a lap too late. The records cannot be accepted.

THE failure of W. C. Scribner, of Washington is reported.

THE chop suppers which were such a pleasant feature in the social life of the Boston Club last year, will be renewed the present season on a much larger scale. A movement is on foot to establish a

club restaurant, for which there is a loud call from the members.

THE Newton Bicycle Club, which gave so successful a dramatic entertainment last season, will give another in February, in Elliot Hall.

THE Lafayette wheelmen of Baltimore, have changed the name to Baltimore Cycle Club, owing to the existence of other wheel organizations in the country with the same name.

THE Golden City Bicycle Club, of San Francisco, has been organized, with the following officers: C. A. Biederman, captain; Ed Holland, first lieutenant; A. J. Luckhardt, secretary, treasurer, and bugler; F. Backus, president. At a recent supper, tendered by the secretary, a beautiful red silk banner, trimmed with gold fringe, was presented to the club by Miss Luckhardt. The club is the only professional organization of the kind in the country. Messrs. Prince, Howell, and Woodside have been elected honorary members. The uniform consists of brown coat, vest, knickerbockers and cap, and brown silk stockings.

THE Star Club, of Lynn, will give a party in Exchange Hall, Wednesday evening, 14 January, 1885.

THE Trumbull Bicycle Club held their second annual ball, at Warren, O., 5 December. About sixty couples were present. Exhibitions of drilling were given by the Cleveland Bicycle Club, and of fancy riding by Mr. W. H. Whetmore and Messrs. Collister and Pugh.

THE annual election of officers of the Charlestown Bicycle Club was held at the rooms of the club, Tuesday evening, and resulted as follows: President, F. S. Nelson; secretary treasurer, M. K. Kendall; captain, J. W. Vivian; first lieutenant, J. E. Corey; second lieutenant, Charles E. Gill; bugler, F. A. Lane; executive committee, the president, secretary and captain, A. R. Smith, and J. A. Webber. Messrs. Howard and Frost were re-elected secretary and second lieutenant, but declined to serve. The ball on the 29th, at Monument Hall, will be the largest ever given by the club, and tickets are already selling very rapidly. The invitations and tickets are very unique and tasteful, the former being printed on hemstitched paper, and inclosed in a corresponding quality of envelope.

THE annual meeting of the Yale College Bicycle Club, was held Wednesday evening, L. B. Hamilton, '86, was elected president. Townsend, Sheffield Scientific School, '86, secretary; Crawford, '86, captain; Kulp, Sheffield Scientific School, '87, lieutenant. About \$15 is in the treasury.

THE Chicago Club invited us to smoke the pipe of peace with them, 23 December, at 189 Michigan avenue. Thanks for the kind remembrance, but the pipe is too far off. Send it by mail.

WM. S. KELLEY, of the H. B. Smith Machine Company has received a patent

for a new spring saddle. The framing is made in one continuous piece of spring wire, thus utilizing the torsional property of the material, and admitting of smaller wire; and to make the saddle highly elastic coils are formed at one or both ends, which give length to the material, and consequent life to the spring. The flexible seat or covering is made of best oak-tanned leather, with provision to take up for stretch or to regulate the tension to suit the rider. A single clip will fasten the saddle to the spring, and all adjustments can be readily made without removing the saddle from the machine.

JNO. V. STEPHENSON, of Greensburg, Pa., issues a very pretty calendar on an engraved card.

WE are in receipt of the programme for the carnival at Montreal. It is a beautiful specimen of lithography, and gives one a heartache to think he cannot take in the good time.

KARL KRON says "February."

IT may be a grand victory for the New York club men, this last movement of the Park Commissioners, but it cannot be called a wheelman's victory. We always had an aversion to red tape.

THE Massachusetts club-house will not be ready for occupancy before January 15th, and the proposed house warming will not come off before February.

ROLLINSON will shortly be liberated from jail. He says that his machine was sold and his trunk broken open by members of his company, and rifled of everything valuable.

THE *Wheel* publishes a fac simile of a letter written by a League member to the official gazette. It is a very rare specimen of chirography and orthography.

THE Hudson (N. Y.) Club will hold its first annual hop Tuesday, 30 December.

MR. F. E. REID, of Minneapolis, Minn., is having a suit with one Wilson, a livery man, and a fierce opponent of the bicyclers. The facts are as follows: 11 June last, Mr. Reid was riding down Nicollet avenue in front of the Wood block, within five feet of the pavement, when he was run into by a horse and buggy from the rear, driven by Mr. Wilson, and violently thrown to the ground, injuring his wheel, and shaking him up considerably, so much so that he was unable to attend to his business for several days. Mr. Reid claimed reparation from Mr. Wilson, and entered suit for \$400 damages. Immediately after the entering of suit by Mr. Reid, Mr. Wilson entered suit for a like amount, claiming that his horse before the accident was of a gentle disposition, but since then he is nervous and easily excited, thus decreasing his value. He also claims that bicyclers have no right on the streets, as they frighten horses.

So C. T. C. men are not allowed in Central Park. We suppose New York

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

## W. M. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN  
RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

## BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

ON A

59-inch RUDGE RACER, weighing 29 pounds.

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On the Road, Sept. 27, 1884, in the marvellous and altogether unprecedented time of

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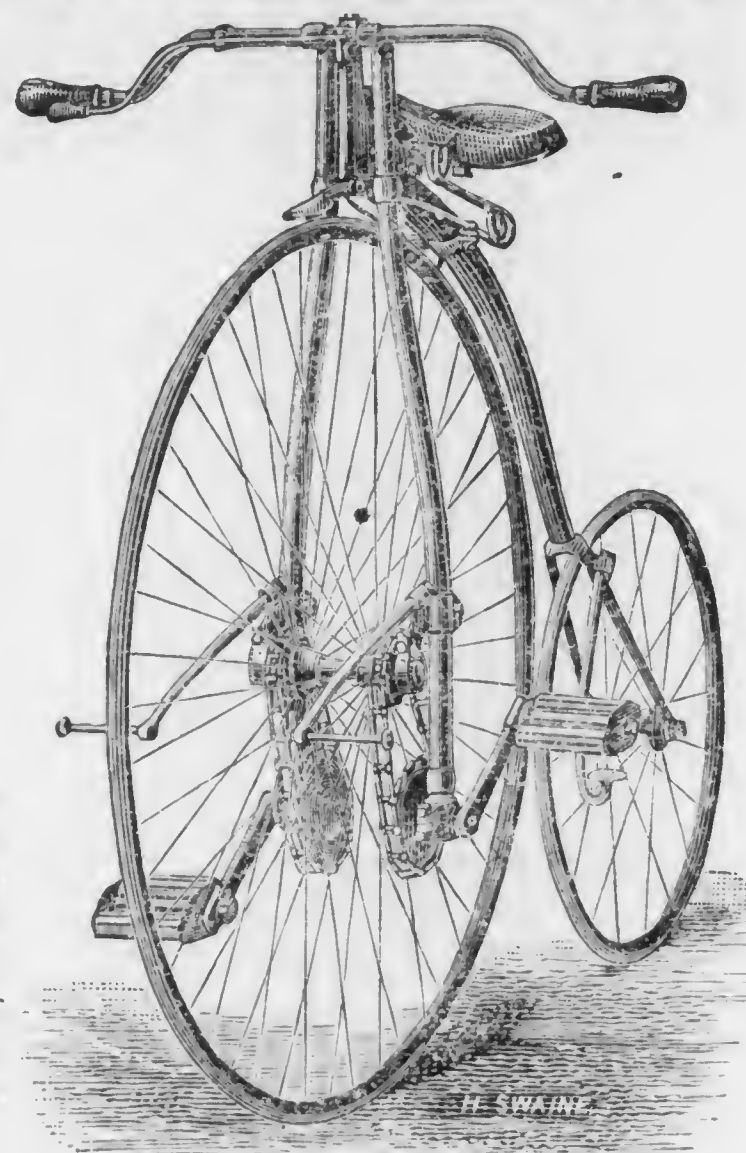
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The "Kangaroo" is without a rival in Absolute Safety, which was, in fact, the sole aim in their invention, and is the desideratum of timid riders. To attain this, and an impossibility of "headers," which can be taken from small machines as well as large built in the ordinary way, the "Kangaroo" has its forks in rear of axle, the ONLY one so constructed, and also its seat farther back than any other, with pedals well under the rider. These two points constitute the safety and not the mere size of wheel, and are all important. Also has a 22-inch rear wheel, larger than any other, running easier. A pair of comfortable Foot Rests for coasting. Commended by the "London Field." Send stamp for full description or examine at our warerooms.

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NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3/4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch

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The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

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S. T. CLARK &amp; CO., Importers, BALTIMORE, Md.

would like to confine all of them to the limits of Castle Garden.

It is said that English racing men will not be allowed to land next season on the ground that they are assisted emigrants.

WHEN you go to Springfield, don't bet.

AND when you escort visitors, don't try the breaking up dodge.

IF Howell and Prince undertake to run a race on paper we will lay a wager that the record will be beaten.

It is rumored that several large English manufacturers will establish branch houses in this country. Probably in Boston.

JACK FROST lowers the record. The ink in our stylographic is frozen stiff.

BUT the type writer moves sprightly to keep up its circulation.

A RIDING school is soon to be opened at the New England Manufacturers' Institute, in the upper hall. Several parties have put in bids for the privilege, but no arrangements have yet been decided upon. The room is about 100 by 200 feet.

J. W. LAMBERT of Union City, Ind., rides the largest wheel in the country, a 64-inch American Club. Indiana also claims the champion heavy-weight. His name is John Holland, he rides a 56, and raises the beam at 240 pounds.

SPRINGFIELD talks of a club-house. Springfield is noted for her bests on record. Will she maintain her reputation?

WE read in the paper last week that the mercury was 32° below zero in Canada, and two days after we heard that George Pope, ex-captain of the Massachusetts Club, had returned to Boston, and will probably remain here during the winter. We don't know that we can connect the two items.

BELVA LOCKWOOD has not only lost the presidency, but has had her tricycle smashed by a Washington milk wagon.

Now is the time to gather in the road records for the year. The first that comes is that of Mr. E. P. Burnham, of Newton, who has covered 3,000 miles this year, 940 of which were made in the last two months. Of the total distance, 1,140 miles were made on the tricycle. In 1883, Mr. Burnham covered 3,045 miles.

SEVERAL weeks since we announced the proposed removal of Stoddard, Lovering & Co.; it is now an accomplished fact, and they have taken possession of their new quarters at 152, 154, 156, and 158 Congress street, where they will, no doubt, be pleased to see their customers and friends. In their new quarters they will have ample room for their rapidly increasing business, and a part of the new departure contemplates an extensive repair shop where repairing of all kinds can be done, and the firm can have all their work done under one roof.

ROBERT JAMES, Reuben Chambers, Frank and Jack Moore are all at work in

the Royal Mail shops, and will probably form the racing squad next season.

THE Cambridge Club (England) held a race meeting early in the month with the greater portion of the track under the snow.

## ROADS AND ROUTES OF THE C. T. C.

(Articles for insertion under this heading must reach us through the Chief Consul of the American Division.—Ed.)

No. 1. — Out and Around Bethlehem, Pa. By JAMES S. DODSON, CONSUL C. T. C.

THERE are in all twelve roads, which centre here; of these ten are known as county roads, having for their bed the same material that the bordering fields are composed of, viz, mother earth.

Of the remainder, one, the Bethlehem and Allentown turnpike, is a third class pike, generally rideable. The authorities make the mistake of using no roller, but leave the top dressing to be beaten into place by passing teams. There is, however, a good footpath, not separated from the main road, extending the entire length of the road (W. 4 1/2 m.). The corporation levies a toll of eight cents per machine for the round trip, or issues annual passes for \$2.50. (We have never "kicked" at this, for it gives us the right to be on the road, regardless of consequences. When cycling took formal shape in this part of the country, there was a great deal of opposition to our riding over the above mentioned road, and a toll-rate was fixed that practically closed the road. The correction of that was one of the first works of the Alpha Club. We never went into court, but simply "made friends" with the elderly members of board of directors, and through their influence we had the present low rate of toll granted us.)

This road has one dangerous hill, and that is properly marked by a League sign. That hill is at the end of the road at the Allentown bridge, and is dangerous on account of a railroad crossing, the track not being visible on either side of the road. With that exception the road is a perfectly safe and easy one for even a novice.

There is a hotel at Rittersville, two miles from Bethlehem (avoid the beer, ask for whiskey and soda). There is also a good one-half mile trotting track at Rittersville. When in Allentown go to the American Hotel, or Allen House. The other road of which I wrote, leads to Hellertown, four miles S. E.; is built of furnace slag, is rough, destructive to tires, and has several unsurmountable hills, which are also dangerous to descend. I have been over the road but once. It leads, however, to a series of fair country roads, branching westward from Hellertown. Another road I should mention here, is the Allentown and Coopersburg turnpike, eight miles in length, good all the year round; no toll.

Now come our much-abused country roads.

The Nazareth road (N.N.E.); nine and a half miles, rather hilly, has about four miles of good foot-path, distributed along. No one but a fair rider should try it, as rut-riding is a necessity. Avoid drinking the beer at the taverns. If thirsty, get whiskey and soda. Above Nazareth, the roads improve wonderfully, their bed being either shale or slate, and the coasting is magnificent. The hotel in Nazareth is Weitzel's.

The next road in order is the Bath road, length eight miles, direction N. The first three miles of it are hilly, and the roadway is wretched. The roads leading out of Bath are all good, being formed of red shale.

The next road is "The Mauch Chunk Road" N. W., and good for a mile or so, and then branching to Catasauqua, W., Schönersville, N. W. (main line), and Hanoverville, N. E. All three can be relied on to be bad. The accomplished rider alone will be able to enjoy a ride over them. In addition to the pike between here and Allentown, there are two common roads, one on each side of the Lehigh River. They are, however, fit only for equestrians, being hilly, stony, and dangerous on account of railroad crossings.

There is a fourth road to Allentown, known as the Salisbury road. It is a roundabout course, however, connecting with the Allentown and Coopersburg Turnpike (previously mentioned), has one hill, which, from its length, grade, and roughness must be walked both ways, unless the tourist has a good safety machine. That hill is the rise out of South Bethlehem, as you go west.

The "Old Philadelphia Road," leading south is never used except by heavy teams, and now extends no further than Friedensville, five and a half miles. Friedensville can be reached more easily from Hellertown (before mentioned), or via Coopersburg and Allentown turnpike (also B. F.). At Friedensville there is a wonderful engine used to drive pumps for the zinc mines, — largest in the world. Does not always run. The next road in order is one which leads to Freemansburg, two and a half miles E., and being used by heavy teams only, is too much cut up to be rideable. Friedensville can be reached more easily by taking the Easton road N. E., and turning S. at Butztown.

This Easton road (twelve miles) is never very good, but is fair from May till the fall rains set in, usually in November. To generalize, all of our roads depend on the weather. In summer they get very dusty, and in winter the mud is frequently a foot deep, but we manage to derive a deal of pleasure from our rides.

One route through here that I forgot to mention is the tow-path. But riding is forbidden there, except on Sunday. The tow path extends from Easton to Mauch Chunk (forty miles), and follows



the river pretty closely, surface clay and loam, with an occasional stretch of cinder.

In conclusion, I would say that this information has been collected by myself while riding both on two wheels, and on three.

#### The Life of a Spring.

BY A. L. BRICKNELL, M. I. M. E.

EVERY spring in the act of bending undergoes a lengthening of its outer, and a shortening of its inner, side. The outer side is stretched, the inner side is compressed; the middle line between the two is unchanged. Let us take, for example, a straight strip of spring steel of about one inch and three quarters in breadth, and one sixth of an inch thick. Of course, any dimensions would do, but I take this size because it is much used for tricycle saddle springs. The middle, or neutral line, I have referred to extends, of course, along the whole length of the strip, and midway between its two flat faces. Now, for our present purpose, it will not be necessary to go into the theory of the real relation of the atoms of steel to each other; but it will be sufficient, and much simpler, if we assume the steel to be porous, and its structure to consist of a series of sponge-like cells. This being so, it will, I think, be clear that, upon bending the strip of steel, the cells on the outer side will become stretched in the direction of the length of the strip. On the under side, on the contrary, they will be closed or compressed.

An exaggerated and perhaps clearer illustration would be a Venetian blind lath held horizontally. Bore holes all along the lath, say about an inch apart; drive a cedar pencil into each hole, so that each pencil stands an equal distance above and below the lath. Now bend the ends of the lath downward till it forms an arch: immediately all the lower ends of the pencils will approach each other, and the upper or outer ends will separate further from each other. This is what happens when a spring is bent—the outer particles are pulled further apart, and those on the under side are forced closer together.

It follows, therefore, that the shorter the pencils—or, in other words, the thinner the spring is—the less violence is done to the particles by separation and contraction, and it is needless to add that (the length of material and duty being the same) *the thinnest spring lasts the longest*. A thin spring is, of course, not as strong as a thick one, and its lack of strength can only safely be made up by an increased width.

A very good tricycle saddle spring, and one very commonly in use, is of the flattened S shape. A great many of these were upon machines at the last Stanley Show, but in nearly every instance they had a defect which is alone, in my opinion, sufficient to warrant attention being drawn to this subject. I allude to the gutter-shaped curve which

was to be found on the other side of each bend in nearly all these springs. I mean that at the bends the steel was not flat, but the edges spread outward, so that the bent parts of the spring looked as if they had been formed out of shallow steel guttering—in fact, it was a corrugation, and we know corrugation is used to produce stiffness. Now, this elevation or projection of the particles of steel on the outside corners of the gutter-shaped bend subjects those particles to a greatly increased strain. It is as though we lengthened the pencils instead of shortened them. All such springs very quickly break, and thus a good form of spring gets a bad name. The curves should, of course, be taken out by hammering them flat after the spring is bent into shape, and while hot.

It is not only important that width should be preferred to thickness in a spring, but also it should be so made that all parts may be subject to an equal strain, and the labor equally divided among the cells or particles.

The corners of flat springs ought always to be cut away or well rounded off, so that the spring is thinnest at the edges. Sharp square corners are, of course, unsupported outwardly, and the least inequality causes cracks to begin there. It may be said that cutting the corner away is an odd way of strengthening; but, on the other hand, it is evident that, if we prevent a crack from beginning, we shall have no crack. The corners are always to be found cut away in spring dividers or compasses, such as carpenters use, and it is doubtless done for the reason I have stated.—*Tricyclist*.

#### Buffalo.

LAST evening, about eight o'clock, two of the illustrious lights (one a blond, the other a featherweight) of our club, met by chance on a parkway, and upon conversing, found that they were both bound for the same place. Now, this place is well known, in fact is celebrated throughout the world for its natural and artificial beauty, its boundaries are unlimited, its roads are good, bad and indifferent. The name of this place or county is nowhere.

Now beside or above these two illustrious lights there was another light, which was luminous to a very great degree. The first two lights are ardent lovers of the third light, and frequently are found gazing into her bright face but never had the two encountered each other on their periodical calls. The first two immediately decided to ride out a lonely road. To fight a duel? No, indeed. They were satisfied with the attention they each received from the third or female light, and being afraid to venture far without company, each wanted the other for protection.

The road they chose is one called the "Military road," and leads to a place called Tonawanda.

Why they went out on this road, I hear asked. Well, they saw that she was in

a very sad flight, full is what some would call it. Not half or three-quarters full, but real full,—full as she could possibly get. She looked as if she would be a "round" all night, and they were bound to have fun out of her, and see if she followed.

About half way to Tonawanda our two friends were greeted with a "howde boys," from another club man who was not on a bi, but had his girl and buggy. "Donnie" looked happy and as if he was around too. Expect cards soon.

Well, Tonawanda was reached in just forty-five minutes, good time for the road and distance, ten miles. Here our friends discovered that they were hungry and dry; also that they would like a cigar. So leaving their wheels and fair love outside, they went inside and satisfied themselves. Upon coming outside, they found their wheels and their object of adoration awaiting them, and as the hour was 11 P. M., or otherwise, they mounted and sped away homeward. The third or luminous light watched over their journey patiently and without secession. Z. A. W., 1862.

#### Madison, Ind.

WE have noticed that cycling news from all parts of the country, and, in fact, from all over the world, finds a place in the columns of your excellent paper; and as Madison, Ind., has never shone forth in the wheel firmament, we have taken the liberty to send a few notes to let the "fraternity" know what progress is being made in this part of the glorious old "Hoosier State." In 1882, the writer commenced riding the wheel for business, as well as for pleasure. He had the "freedom of the city," and, in fact, of the whole vicinity, all to himself to enjoy, riding in lonesome and solitary grandeur. But this state of things could not long exist; the use of the bicycle as a practicable vehicle, and as a pleasant and healthful recreation, soon commanded the attention and interest of other young business men, prominent among whom was Mr. J. R. Matthews, who holds the responsible position of bookkeeper, in the office of William Trow & Co.'s Mammoth flour mills, who, in 1883, invested in a bicycle, and the two riders became the pioneers of the sport. To them belongs the glory of having thus assured the success of bicycling in this place. Since then, by their united labor and silent influence of silent riding on "silent steeds," their ranks have swelled by the addition of five other wheelmen, so that "our crowd" at the close of this year, numbers seven, the "mystic number," and as many wheels, of the following manufacture: One 52-inch Extra Challenge; one 48-inch American Star, 146-inch Ideal; two 44-inch Facile, two 42-inch Facile. In connection with this, I will state that occupations of the riders are as follows: two "calico measurers," one "iron man" (hardware), one "tobacco twister," one "gentleman," one "ink slinger," one "pill mixer." The

intelligent reader will have no difficulty in understanding the above.

It will be seen that, in the list of wheels, the Facile has the lead (with more to follow). It has the claim of being the best machine for our part of the country. The roads here are generally very good, with the exception of a few further back of us, but very hilly. To get out into the country around our city we have to climb hills that are over four hundred and eighty feet high; the labor in doing so (which on the Facile is greatly reduced), however, is more than rewarded by the pleasures of an "exciting coast" into town on our return, at the rate of sixty or one hundred miles an hour, more or less.

But, for fear of taking up too much space, I will draw to a close by stating, in conclusion, that the many readers of the BICYCLING WORLD will, at some future day, hear more from our part of the "vineyard," as we purpose organizing as a club by next spring, when we shall keep them posted as to our doings. In the meantime, should wheelmen have occasion to pass through our city, we extend a cordial invitation to "stop and see us," and perhaps take a taste of "mounting sweets," as we call our hill climbing. Yours, on the wheel,

WM. G. HEBERHART,  
Consul L. A. W.

MADISON, IND., 9 December, 1884.

#### Rutland, Vt.

BICYCLING rather quiet here at present, though we have had an unusually fine fall for riding, with this exception, that nearly every day there has been strong winds, and as our roads are only available in one direction and the wind was usually a head wind one way or the other on that road, riding has had its drawbacks. One attempt only was made to make a century run, and this was a failure owing to the wind. Several members of the Rutland Bicycle Club started out, but all the forenoon had to ride against a head wind, so at noon they decided to give it up, and turned back. The distance accomplished was sixty-two miles; actual time, about ten hours; riding time, a little over six.

The Rutland Bicycle Club are finely housed in their new quarters at the rink, the floor of which is given up to them for practice every Thursday evening. Something which happened to one of the prominent professional fancy riders, while staying in town recently, is too good to keep. He was in his room at the hotel, and was practising on the cats in the back yard with an air gun. One of the slugs from the gun glanced and struck the window in a neighboring photographer's studio. A young artist at work there, who was of a nervous and excitable temperament, thought that some one had designs upon his life, and seeing whence the shots came, went and notified the officers that some one was

trying to murder him, and told them where the shots came from. The officers at once proceeded to the room, but found the occupant out. They at once instituted a search, and one of them discovered in an old valise, a handle bar, monkey wrench, spoke grip, oil can, and other tools, and coming forward with a gleam of triumph on his face, said "By George! boys, we have found the New York burglars." It is needless to say that they were informed of their error, and retired in disgust. S. C.

#### Judgment in a Bicycle Suit.

A FINAL decree was entered by Judge Blodgett, on the 15th inst., in the equity suit of The Pope Manufacturing Company, v. J. M. Fairfield. The Court found that the defendant had violated a license granted by the company, and ordered the payment of damages and costs, and a perpetual injunction restraining him from violating in future any of the agreements in his license.

#### The Bermuda Tour.

THE following parties have secured their staterooms on the "Orinoco," and the 22d of January, will see them off to catch the summer days, and wheel over the coral roads of the beautiful Bermudas: George R. Bidwell, New York City; W. H. DeGraf, New York City; Frank G. Dubois, New York City; F. H. McCormack, New York City; C. F. Joy, Boston, Mass.; Stuart C. Miller, Boston, Mass.; L. J. Carney, Portland, Me.; F. A. Elwell, Portland, Me.; Dr. A. G. Coleman, Canandaigua, N. Y.; Dr. Will Budington, Brooklyn, N. Y.; W. H. Middleton, Harrisburg, Pa.; Fred G. King, Corry, Pa.; George W. Houk, Wellsboro, Pa.; Francis Cushing, Montreal, Canada.

Besides the above, there are many who have the trip under consideration, but have not finally made up their minds. It is hoped they will do so as speedily as possible, as delay may result in inability to secure staterooms, for they are always full when the steamer sails. Recent advices from Bermuda indicate that the party will excite considerable interest, and receive some attention from residents of the islands. It promises to be a most unique and delightful tour. All communications in regard to the tour should be addressed to

F. A. ELWELL.

PORTLAND, ME.

#### RACING NEWS

A FIVE-MILE race between G. W. Harrison, on a bicycle, and E. L. Maddocks, on roller skates, occurred at the Beverly rink, Thursday, 18 December, twenty-eight laps to the mile. Harrison won; time, 19:34.

W. S. MALTBY, of Shelton, has challenged E. A. Leopold, of New Haven, to

ride in any rink suitable, for the championship of Connecticut.

THE vim has been taken out of the race meeting at Chicago on Christmas, from the fact that Cola E. Stone, of St. Louis, and Phil. Hammill, of Chicago, are both under a cloud regarding their amateur status. Investigations are pending in the case of both gentlemen by the Racing Board, and they were not allowed to compete.

GOOD HOPE, ILL. — On Tuesday, 16 December, at the skating rink, B. G. Clarke and John R. Camp, both of Bushnell, Ill., rode a mile bicycle race, two in three heats. Camp won the first heat in 5:05; the second (time 4:55), was a dead heat, and Camp won the third heat and race in 4:55. The rink is small—thirty-six laps to the mile. At the same time and place, T. H. Wheeler, on a bicycle, won a three-quarter mile race over M. S. Curtis, on roller skates. Both of Bushnell.

THE rival safeties will now have a trial that will thoroughly test them. The manager of the Royal Aquarium, Westminster, has hit a happy nail on the head when he announces a forty-eight hours professional safety bicycle championship. The race bids fair to be very well supported, as already Jack Keen has announced his intention of going for the very handsome prize of £50 offered by the management, whilst Rudge's Safety, the Kungaroo, and doubtless the round dozen of safety bicycles now on the market, will be represented. The hours arranged, viz., from 12 noon to 3 P. M., and from 6 P. M. to 11 P. M., will make the contest exciting, as it will not be by any means so exhausting as a continuous twelve hours' tramp, and there should be some grand racing each day. Five prizes of £50, £20, £15, £10, and £5 have been offered, and an additional prize of £1 will be given for the best record each day. Size of wheels limited to 44-inch.

#### WHEEL CLUB DOINGS

ON Monday evening, 15 December, the Lotus Circle, a musical and literary association of Nashville, Tenn., were the guests of the Nashville Bicycle Club at the club house. The evening was enlivened by a choice programme of musical and literary exercises. Miss Jessie Houston, a member of the Lotus Circle, and Mr. Alfred E. Howell, president of the club, did the social honors of the evening.

THE Louisville Wheel Club will give its first annual hop, Wednesday evening, 14 January, 1885; the Louisville Club have started the ball a moving in bicycling circles, and will keep it in motion.

BROCKTON NOTES. — Mr. W. M. Pratt, president of the City Club, and representative L. A. W., has been elected a member of the Common Council. The City Club give their second dance of the



season, 23 December. The club now numbers fifty-eight. The city drill squad now acknowledged to be the best in Massachusetts, will soon issue a challenge to any club in the United States, as they claim to be the champions. C. H. Smith, of this club, is now going to give a fancy exhibition. Porter and Buckley, formerly of the club, are meeting with great success with the Jackson Combination as "Star" trick and fancy riders. Mr. Pratt plays "Redburn" in the Lancashire Lass, 1 January, with the Murray Dramatic Club. J. Billings has been elected treasurer of the club, R. E. Brayton resigned. We shall not begin to build our club house till spring.

## CITY CLUB.

At the annual meeting of the Junior Wheelmen, held 4 November, 1884, the following officers were elected for the ensuing year: J. C. Guggenheimer, president; C. B. Hight, secretary and treasurer; C. P. Brigham, captain; L. W. Stork, lieutenant; J. Hanway, bugler, Baltimore, 1 Dec.

At the regular annual meeting of the L. Fayette Wheelmen the club name was changed to "Baltimore 'Cycle Club," and new officers were elected for 1885, as follows: President, W. S. Bayley; captain, J. F. Baetjer; first lieutenant, A. M. Snyder; treasurer, W. B. Brown; secretary, R. M. Lockwood, Jr.; color-bearer, W. E. Sprigg; bugler, A. W. Mentzel; club committee, A. E. Mealy.

The members of the Baltimore 'Cycle Club, will receive their friends at the rooms of the club, No. 648 Druid Hill avenue, on 25th December, 1884, between the hours of 2 and 10 P. M.

**CORRECTION IN RECORDS.**—It is hardly possible to compile so elaborate a series of tables as we have given to our readers to show the best recorded time and get them into print without an error. We have discovered several errors in our tables which we desire to correct:

6 miles—(Am.) American, 18.33 4-5, John Brooks, Springfield, 16 Sept. 1884.

7 miles—(Am.) American, 21.41 2-5, John Brooks, Springfield, 16 Sept. 1884.

4 miles—(Prof.) American, 12.6 2-5, R. Howell, Springfield, 17 Sept. 1884.

6 miles—(Prof.) American, 18.14 4-5, W. M. Woodside, Springfield, 17 Sept. 1884.

26 miles to 35 miles—(Am.) American: The date of Clark's record should be 21 Feb. instead of 14th.

## 'CYCLISTS' TOURING CLUB

## American Division.

FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

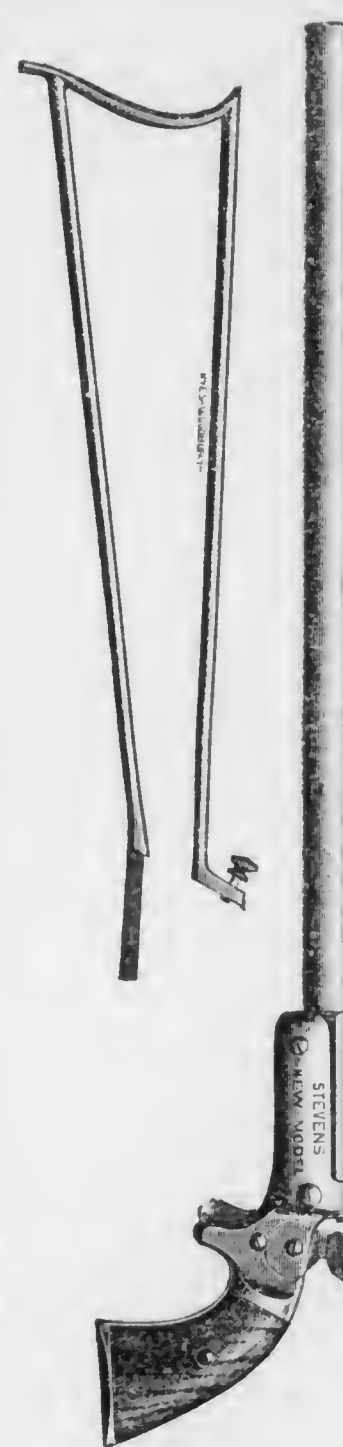
New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

## STEVENS' BICYCLE Shot Guns,

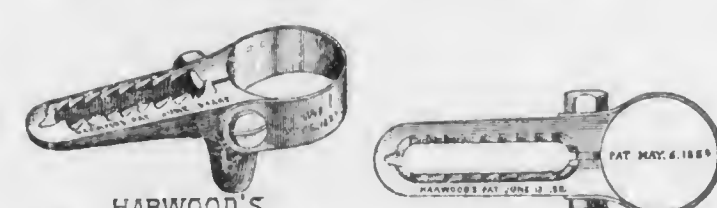


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It has one hundred pages, gilt edge.  
Three hundred selections from the poets in regard to the wheel.  
Three hundred cards or spaces for the autographs of 'cycling friends.  
Three hundred engravings, illustrating each quotation.

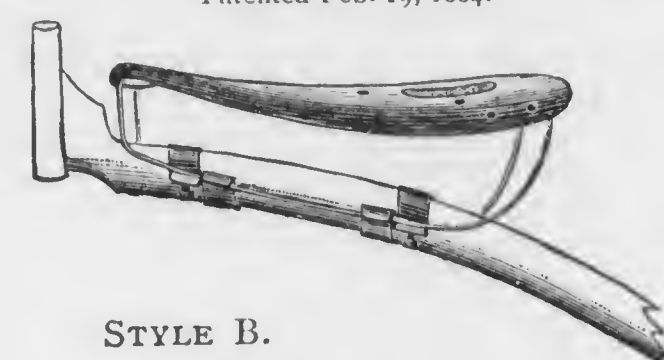
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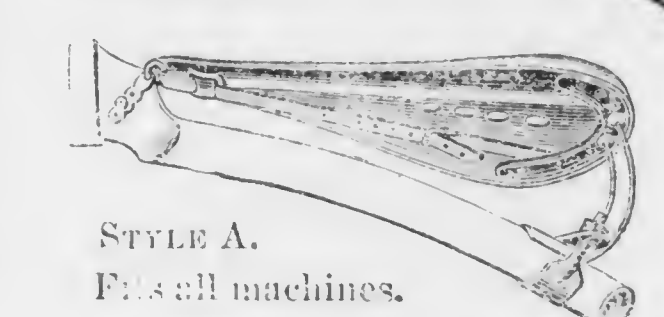
Sole Agent for the United States and Canada.

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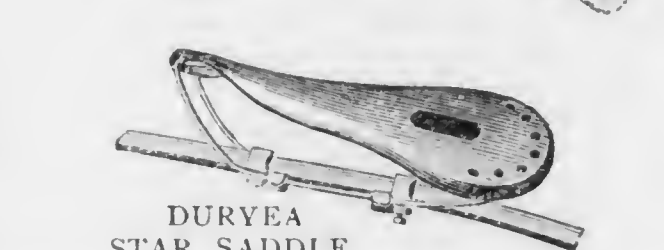


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STYLE A.

Finish machines.



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Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.  
Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKELPLATED, \$3.75. SPECIAL TERMS TO DEALERS.  
Reliable agents wanted.  
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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

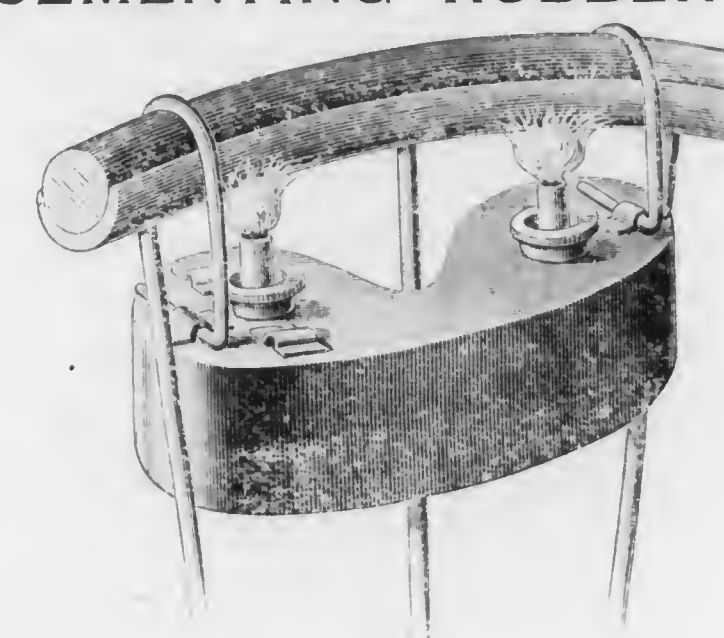
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A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

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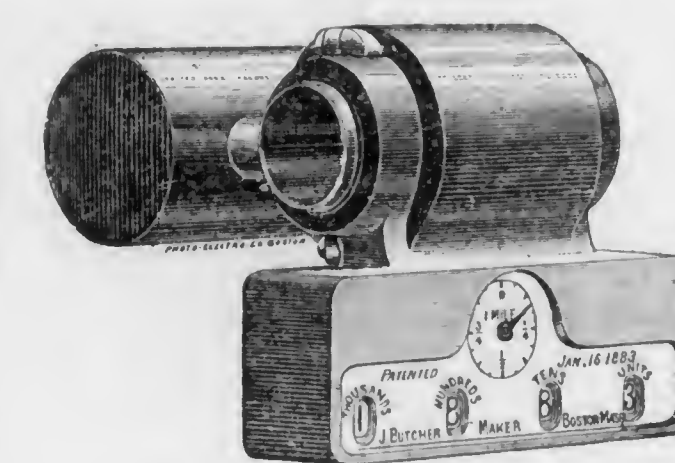
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IS  
ALWAYS RELIABLE,  
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It registers to ten thousand miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituted in its stead.

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In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) W. C. Stone, 384 Union street, Springfield, Mass.; Henry Menderson, 151 West 4th street, Cincinnati, Ohio; E. E. Kuegmann, 264 Ohio avenue, Cincinnati, Ohio; Fred. W. Sykes, 126 W. 129th street, New York; Dr. Calvin B. Knew, 112 N. 12th street, Philadelphia, Penn.; S. Deibert, Jr., 1724 Arch street, Philadelphia, Penn.

RENEWALS.—Members are reminded that renewals should be sent in to the chief consul at once. Renewal blanks will be found by each member in his January Gazette. Renewals will be published in the club Gazette but not in this paper.

## Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## TO CORRESPONDENTS

HUDSON CLUB.—Compliments and regrets. STAR CLUB, Lynn.—Tickets received. Will try to be represented.

E. C. L.—The Xmas number expected soon. Have booked your order.

J. M. S.—Cover the bright parts with vaseline. W. J. S.—We do not have samples of the English papers.

TRICYCLE.—Trousers cannot be worn on the central-gear machine as they can on the loop frame. If you insist on trousers, stick to the loop frame.

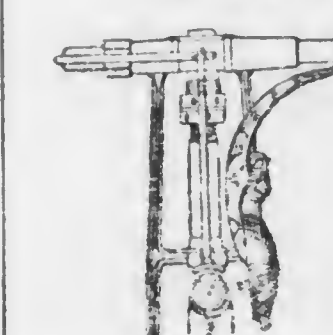
A. J.—As your name did not appear on the communication we considered it to the waste basket. We hope to impress this fact on correspondents after a few more years.

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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction. IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL. The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready. These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

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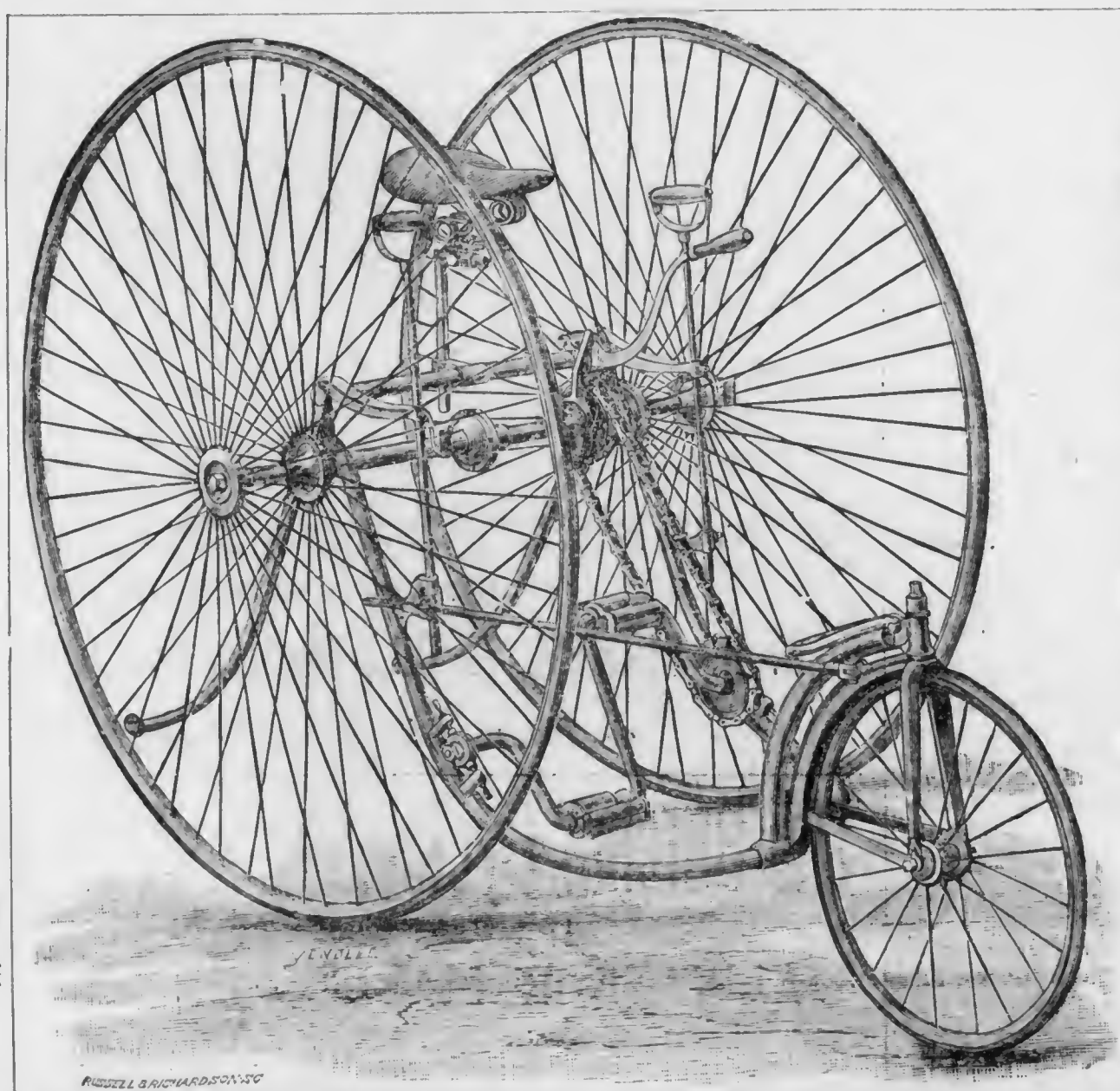
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

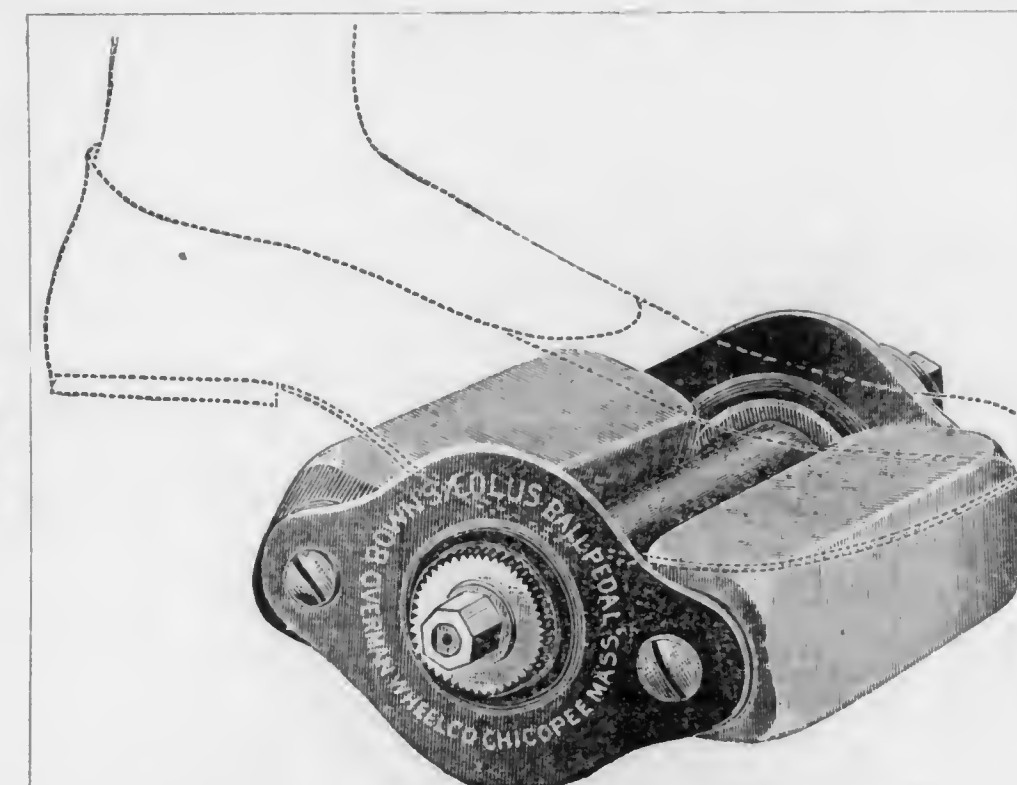
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BOSTON, 2 JANUARY, 1885.

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Number 9.

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YOU CAN'T ROLL A SQUARE LOG.

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BICYCLES.



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Price per  
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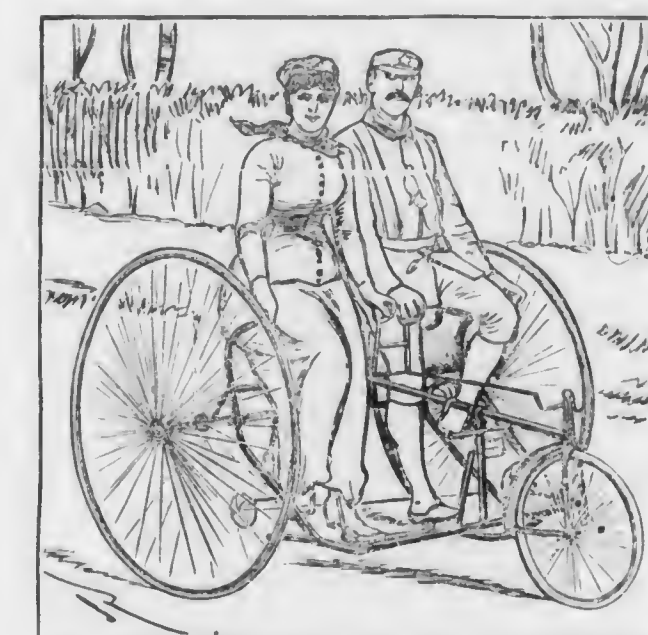
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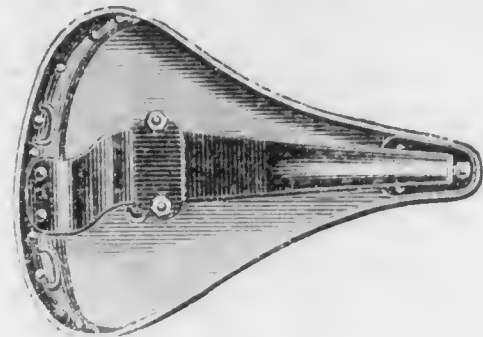
Inquirers from a distance are reminded that they can obtain our two illustrated catalogues, descriptive of our "HARVARD SPECIAL" and our "YALE ROADSTER" Bicycles, and of our specialties in

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[ESTABLISHED 1879.]

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It is able now to point out faults in the League's con-  
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League. As an authority upon wheel matters and as a  
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From the Boston Globe.

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And we will send it three months  
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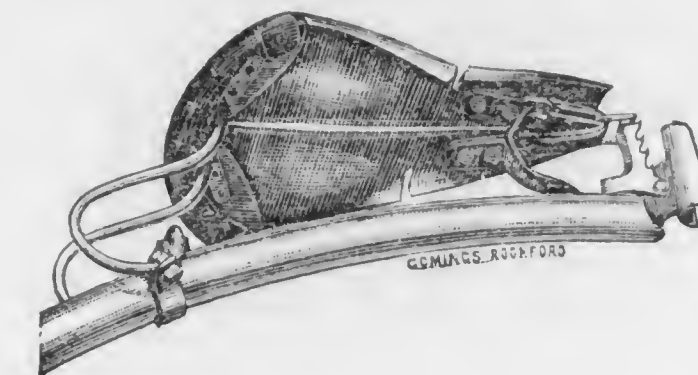
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Positively the most perfect and easiest saddle  
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"For six reasons I have been looking for  
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Price, Nickelled, \$5.00; Japanned, \$4.00.

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BICYCLES and TRICYCLES,  
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SNOW SHOES,  
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Snow Shoes, Men's . . . .	3.00
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Manufactured by Coventry Machinist Co.,

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ROADSTERS AND RACER; ALSO, THE "ROYAL  
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The new flat-seated tires are a great improvement, and the new  
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A "Reformed Crank Rider" says:—"In strength, safety, control,  
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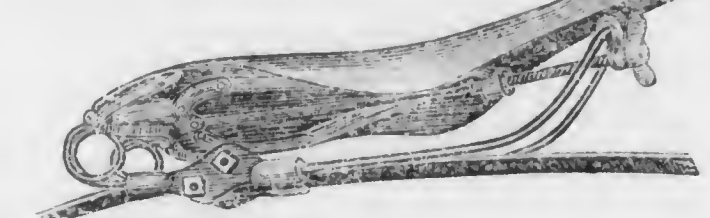


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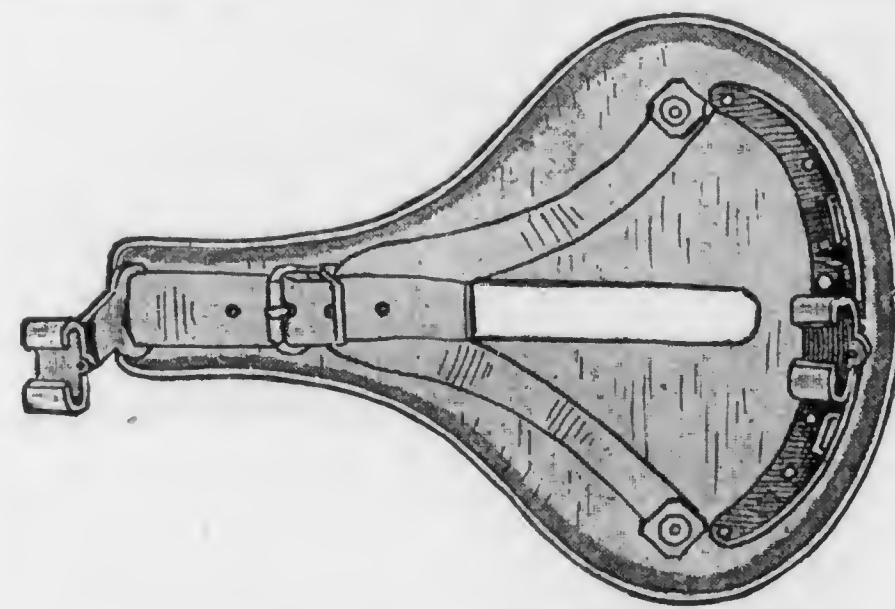


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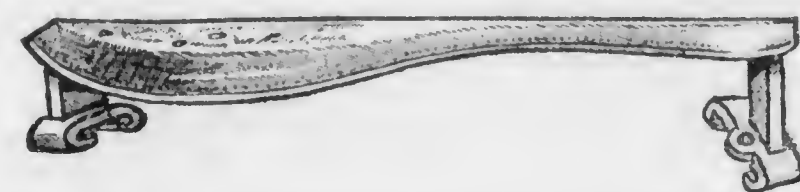


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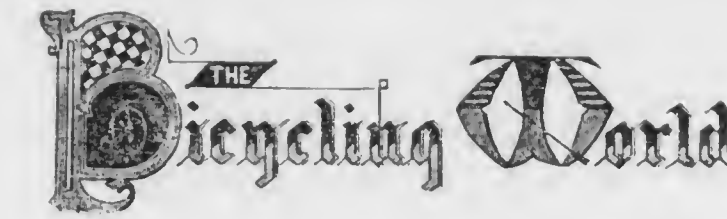
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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

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BOSTON, 2 JANUARY, 1885.

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## 1884.

1884 has passed into history. What has it brought to us? What have we accomplished? In what have we failed? We are one year older. Are we one year wiser? These are the problems that present themselves each year; and it is not without profit that we set about discovering an answer to them. It has been customary for the cycling scribe who reviews the year, to paint the months that have passed in glowing colors, and

to picture them as a grand "boom," in which cycling has taken gigantic strides forward, and made a record unsurpassed in its previous history. Can we thus lavishly bestow our colors on the year that is gone? We think not. The "boom" is not there. The time for that sort of thing has gone by. Cycling is now firmly established, and we must not expect anything more than the slow, steady, and sure growth that we have witnessed the past year. That there has been an advance, no one will question; but much of the fuss-and-feathers has gone out, and wheelmen are settling down to a practical use of the wheel in their business, and for their amusement. The year has been fruitful in important events, grand tournaments, extended tours, and has seen the birth of ideas which have taken shape in new and improved wheel construction. It is our purpose this week to gather up the threads of the past, that we may manipulate them, and weave them into a fabric that may be interesting and profitable for our consideration.

THE TRADE.—The trade is always an interesting and fruitful source of discussion. Its interests are so connected with those of wheelmen as a class, that any decided movement by the one or the other, is immediately felt. It may be fairly said that the past year has been the most successful of any since the introduction of the bicycle and tricycle. The growing importance of the American market attracted the attention of the more enterprising of the English manufacturers, and not only were they largely represented at some of our tournaments by racing men who have sought to win fame for themselves and steeds, but two of them sent out business men to investigate the condition of the trade here. We think this movement an important one, as they must have returned to their own country with a keener appreciation of the strides we are making. The result of these visits will probably be apparent before many months have passed. Our own people, recognizing the advanced state of the trade in England, have felt it for their advantage to secure the benefits of personal investigation. For many years it has been the custom of the Cunningham Company to send a representative to the centre of the cycle-producing country, but until recently their example was not followed to any extent. Last year, however, Mr. Day, for the Pope Manufacturing Company, Mr. Overman, of the Overman Wheel Company, and Mr. Corey, for Stoddard, Lovering & Co., visited England, and sought such information as they could obtain. The effect of the visit of these gentlemen has not yet been apparent, but will, we doubt not, be felt as the season progresses. In fact, when we say that a new bicycle and a new tricycle are to be placed on the market by each of the above manufacturers, and that the benefit of their English experience will combine with their ability, it is evident that the riders of

this country are the gainers by this transitory migration. We may remark, *en passant*, that the Pope Manufacturing Company exhibited two of its Expert bicycles at the Sportsman's show in London, which we believe was the first time any purely American machine was sent abroad for exhibition purposes. It would not do to pass by without notice the establishment of an English branch in London, by the makers of the American Star. This is carrying the war into Africa with a vengeance, and we wish our Smithville friends success in their new field. The tendency of the trade in England has been towards consolidation; the big fishes are rapidly eating up the little ones, and the prominent and decidedly successful makers are fewer in number than they were. Here we have not yet reached the zenith, and we have seen an increase in the number of dealers, though, with the exception of Wm. Read & Sons, there were no very important accessions, unless we note the names of a pushing young firm in Buffalo, which it is said will handle a machine of their own next season. Most of the dealers have met with good success during the past year, and only one or two minor failures have been reported.

The most noteworthy announcement of dissolution was that of the Cunningham Company, which had some trouble with the government on the matter of duties, and was officially reported to be about to go out of existence. As yet, this report has not been confirmed; on the contrary, a settlement has been made with the government, and the company will continue at its new quarters. It is announced to engage in the manufacture of the new lever machine invented by Fred White, called the Cyclone.

Having referred to the details of trade changes and doings, we may now pass on to generalities. In the bicycle proper no decided changes were made, as few were necessary. In fact the manufacture of bicycles may be said to have made no decided advance; but among the leading makers the same excellence of material and workmanship has been maintained. The same cannot be said of safety bicycles, the manufacture of which has been greatly stimulated of late, and old models have been brought out as the latest and best contrivance. The Facile, the pioneer safety, has held its own, but its very success has been a stimulant to others who, imitating the small driver, have produced many and various styles.

The Star people brought out the Pony with its 42-inch wheel, and secured a fair sale. They were somewhat imitated by the Humber folks, who put the little wheel in front, but used a rotary motion. There: upon the makers of the Star announced that they had a rotary Star which would be brought out at an opportune moment apparently that moment has not yet arrived. As soon as it was evident that there was a market for small wheels, but that the levers were not liked by some small wheeled bicycles with rotary mo-



tion with chains and gears were placed on the market. The result of this movement was the production by Hillman, Herbert & Cooper of the Kangaroo, and by Rudge & Co. of the Rudge Safety, while other makers announce similar machines for next season. In tricycles, the changes have been very marked, especially in the way of a reduction of weight. Just as soon as there was a desire on the part of the younger tricyclists for speed, the makers furnished the machines of a weight sufficiently light to permit of good work on road and path. The rear steerer has gone out of fashion entirely, and except in the poorer class of machines, they are almost entirely displaced by front steerers. There has been a great increase in the Humber pattern, and almost every maker of note has a machine of that popular form. At the beginning of the season, the loop frame was the most common, but the T frame soon ran it hard for first honors. There was a common feeling that it would not stand, but after a season's use, we have heard of no more complaints than of any other form.

As Stoddard, Lovering & Co. will handle a very nice-looking and light machine of this pattern we shall have an opportunity of judging how well grounded the fears of those who doubt the T frame are, by practical use of the machine on our roads. The size of tricycle drivers has, as a rule, been reduced, while the tendency, if anything, has been to increase the diameter of the steering wheel.

Tricycling has made great strides in England, and is getting into a thriving condition here. Sociables seem to have gone backward if anything, and at any rate there has been no very great advance made, so far as any outward signs go. As a rule they are made lighter and better than they were a year ago. The reason is not far to find. The sociable is cumbersome, and takes up a deal of road, and requires rather a good one for successful running. To overcome these drawbacks and difficulties the tandem tricycle or "tantri" was introduced, which pretty effectually accomplished its purposes and developed wonderful speed, which brought it into additional favor. The greatest objection to the "tantri" is the position of the riders, which cannot be compared to that on the sociable. However, this is not the time to discuss their relative merits, but we record the fact. In speaking of the reduction in the size of driving wheels, we should have called attention to the fact that there has been as a rule higher gears used than formerly. Two speed gears do not seem to have met with that success which was predicted for them, and the general opinion seems to be that they are not necessary. Tricycles have become in England common vehicles for light business conveyances, but as yet in this country they have not been formally adopted to any great extent for utilitarian purposes. Considerable correspondence has taken place in the official *Gazette* of the

C. T. C. on shiftless workmanship, and as the outcome of it the C. T. C. and N. C. U. have decided to take some steps to secure less cause for complaint in this respect. Several of the leading manufacturers have decided to support no exhibition this year, but the Stanley show will be held as usual.

**RACING.**—The racing record of the year is creditable to a great degree. The end of the year sees us with records equal to, and even better than those of England, in many instances. That we should more nearly approach the fine performances made by Cortis and Howell, of Victoria's isle, was the hope of many, but none were venturesome enough to predict that we should see them surpassed. The brilliant success of Springfield in the past has led to many imitators, and this year we have seen the multiplication of tournaments, and very many successes.

The Racing Board gave us a new set of rules early in the season, and these did away with the needless red tape involved in the "sanction idea," and introduced many new ideas that the advance in the sport called for. These rules have been condemned by athletes, who have pinned their faith to the athletic rules, and seen nothing but error in any departure from them; but the new rules have worked well, and few changes are expected the coming year, except in the way of additions.

In the late spring came rumors from the West that a surprise was in store for us in the performance of an Ohioan, who had been showing a fast pace in practice. Those who had seen the riding of the winner of the consolation race at Springfield the year before, placed little faith in these rumors, but when Dolph showed his remarkable riding at Philadelphia, it was thought that no man in England or America could down him at Springfield. Then came Hartford and Sellers, and though Dolph did all that was expected of him, and covered a mile in 2.41, beating Cortis's best record, it was little thought that a comparatively unknown man would come over from England and ride a mile in 2.39. One could hardly believe the statement, and still more wonderful was the announcement that on the same day the winner of the 3.20 class race made a record of 2.49. A remarkably still day and a fine track were responsible for these times, and they were proven beyond a doubt.

First in the field, among the tournaments, was that of Philadelphia. Extraordinary inducements, in the shape of valuable prizes, were offered to riders to enter the races, and a good field of entries was secured, but it was evident to many, from the first, that it was a private speculation, and a money-making affair by individuals, and it did not receive the support of wheelmen generally, and particularly large frowns at the project came from the local riders. The tournament was a failure financially, and in many other ways.

The 4th of July is the great day for bicycle racing, particularly in New England. Here the local city governments recognize the sport, and in and around Boston especially, race meetings are held under municipal auspices. These races are generally scrub affairs, on improvised tracks, but they are nearly always close and interesting, and they serve to awaken an interest in the wheel among a class of people who would not go to a track race, nor otherwise see the fun that can be got out of such a contest.

The more important tournaments of the year were those at Springfield, Hartford, and New Haven. They were made important by the presence of the racing men from England. The visiting teams this year included Sellers, Gaskell, Chambers, and Ilston among the amateurs, and Howell and James among the professionals. They came covered with laurels won abroad, and returned with new laurels and fairly won victories taken from American riders. To them great credit is due. We do not begrudge them their prizes nor their victories, but it is with a sigh of regret that we think that they did not see us at our best, and that our crack men, notably, Hendee, Dolph, and Burnham, were in no condition to meet them, being obliged to withdraw from nearly all the contests that they had entered.

The Hartford tournament started the boom, and the day closed on Sellers 2.39, and other fine records. Then came Springfield, with its four days of delight, and afterwards New Haven. That the tournament at Springfield was the best on record, no one will dispute, but the results showed conclusively that a four days' tournament is by far too long, and we doubt if we shall see another. Sellers mile at Hartford, the quarter and the three quarter distances were left untouched at Springfield; otherwise the whole list of records to ten miles, both amateur and professional, were broken. The tournament gave us one more argument that the day of the parade is gone by. We are glad to record a financial success this year, and to give the Springfield boys the credit for cancelling the debts contracted the previous year.

Last year New Haven took away many of the records made at Springfield, and we were prepared to see a repetition of this, but it did not come, for the day was not favorable, and the track was poor.

A new feature introduced this year has been the invitation races. Forbidden to hold an open race meeting by the faculty, Harvard led the way in this, and only those who were invited were allowed to enter the races. Philadelphia followed this example in September, and picked out only those racing men that could pass muster with the Quaker boys. Harvard sent her invitations broadcast, and did little in the way of choosing. Philadelphia, on the contrary, exercised a great deal of care, and no amateur who was at all shady, and no man who was under suspicion of being a "kept ama-

teur," was asked to enter. This threw out the whole English team, and many well known American riders. The Philadelphia boys argued that racing was interesting, despite fast time, and that a contest which showed a mile in four minutes, if close, is as interesting as one of the 2.39 class not so close. Philadelphia gave us an original idea in the early days of wheeling when she wished to class dealers in bicycles, editors of cycling papers, etc. as professionals. Now, she has given us another. We can see where much good can come from the idea, and much harm. It may weed out the kept and the shady amateurs, and make our races genuinely amateur, but, on the other hand, it will take away the magnet that draws the cash to the ticket office. The Philadelphia tournament gave us no records, and it was a financial failure.

Boston followed hard upon New Haven with a three-days' tournament, but the track was poor and the racing men would not enter. Gaskell and Chambers put in an appearance, and as we had no one to pit against them they bore away all the prizes.

Albany, Louisville, Cleveland, and Pittsfield, and many other places, have held successful tournaments.

The year has given us several new tracks, notably those at Springfield, Cambridge, and Cleveland. These will compare favorably with any in England, and they mark an advance in racing matters that will soon place us beside the mother country in the way of the accessories to racing.

The League championships were contested at Washington during the meet. They were won as follows: Bicycle, 1 mile, George M. Hendee; 3 miles, B. W. Hanna; 10 miles, John Brooks; 25 miles, Charles Frazier. Tricycle: 1 mile, George M. Hendee. The triumph in the one mile bicycle race gave the trophy to Mr. Hendee, as it was his third victory. The other trophies won must be contested for once more, when, under a vote of the League, they will become the property of the winners.

The one half mile bicycle championship was contested at Cleveland, and fell to George Collier. The two and five mile championships usually held in connection with the N. A. A. A. were withdrawn as that association refused to run them under League rules.

Late in the season, and after the close of the tournaments, an attempt was made by Hendee to beat the record of Sellers, 2.39. He failed in the attempt, but took the world's record for the one quarter and three quarter's miles.

Road racing has attracted much attention this year, and several contests of the kind have been held, with good success. The Boston Club's one hundred mile road race, and the Ixions' race to Yonkers have become fixtures, and so also has the Boston's tricycle road race.

The amateur record is clean and pure.

Not so the professional, for we have to put on record many cases of mendacity and trickery that have brought dishonor to the sport. Early in the year a so-called League of champions was formed to travel across the country to San Francisco, giving exhibitions *en route*. They came to grief in San Francisco, and returned East much discomfited, leaving one of their number in jail under a charge of robbery. Another well known professional occupies quarters in a California jail for robbery. Added to this, we have the peculiar spectacle of professionals entering amateur contests in disguise, and many "barney" races under false names. We do not care to enumerate all that has transpired in this line, but will say that the professionals have lowered themselves many degrees in the confidence of all wheelmen who like to see fair and honest dealing.

ACROSS the water it has been an eventful year, though the principal events were centered in the later portion. The most notable performance was the record-breaking feat of R. H. English, who went down from the north, Newcastle-on-Tyne, and defeated the Londoners on their own grounds, beating nearly all the records left on the books by H. L. Cortis. He introduced new methods on the path, putting on great speed from the first, instead of reserving his spurt till the last lap. The championships this year were not brilliant, and all were marked by slow time. The N. C. U. distributes its championships through the country. For list of winners see Vol. IX, p. 250. The tricycle championships were all won by the same man, Chas. E. Liles, and he has taken every tricycle championship since they were established, in 1882.

The visit of the English team to America occasioned some stir in racing circles, and a larger number will probably come over this year. The professional championships have been warmly contested, notably those between Howell and Wood, and Battersby has also come well to the front with some good records.

Several "record-breaking evenings" have been held on the Crystal Palace track, and the records have greatly suffered thereby. In road-racing the most notable event was the "Kangaroo" race for one hundred miles, in which George Smith beat the Appleyard record, which has stood on the books many years. He covered the distance in seven hours, eleven minutes, ten seconds, and turned the eyes of the whole cycling world on the little "Safety" which carried him.

TOURS. — Though there has been no very wonderful road records made in this country during the last twelve months, there has been a marked increase in the number of organized tours and tourists. We have advocated this sort of riding with such constancy that we are naturally gratified to find our course sustained. Two attempts to cross the continent were made. Stevens succeeded, by dint of hard work

and considerable walking, in travelling from the Pacific to the Atlantic, but beyond the slight notoriety he gained, and the reported prospect of an account of his trip appearing in book form, his trip possesses no significance whatever, although it developed the suspected fact that there are great stretches of country where the cycle must for many years to come be at a discount. The professionals, Woodside and Morgan, with visions of great gain, attempted a similar feat, though reversing the starting point, but a failure to realize their brilliant expectations of pecuniary support resulted in an abandonment of the scheme. A new touring country of great promise was opened by Mr. Elwell, and that indefatigable rider, "Karl Kion," who discovered and revelled in the beauties of the Bermudas. The result of this discovery has been the organization of a party to visit these islands during the winter. The Down East tour was repeated over a different route this year, and the magnificent scenery enjoyed, but the pleasure of the trip was somewhat marred by bad weather. Burley B. Ayers and his Chicago friends, piloted a jolly party of cyclists from Niagara to Boston with his usual success. The value of these tours is becoming inestimable, as they furnish an ever increasing fund of information about the topography of the country and the condition of the highways, which, from a wheelman's point of view, could not be attained in any other way. A more careful use of the cyclometer, and a more thorough recording of observations, if disseminated through the medium of the press, would be of great and permanent value. Several clubs instituted and carried out tours of greater or less extent. For instance, the Detroit Club explored the region of Western Ontario, while the defunct Ramblers meandered off with a large party over the more familiar country along the North Shore. The C. T. C. ran over the route of the "Wheel Around the Hub," but the weather was poor, and that historic trip lost some of its charm by undue familiarity. However, the move was a good one, and was the first attempt of the kind by the association to carry out its purpose of encouraging touring. At the meeting held the first night of the trip, at Massapoag, a subscription was started to obtain a fund for the erection of danger signs. A considerable amount was subscribed, but the money has not yet been expended. The tricycle did not figure much in these tours, so we were furnished with no data for comparing it with the bicycle. Though not legitimate touring, several notable performances were done on the road, but as we have published them all in recent numbers of the *World*, we will refrain from repeating them.

**CYCLING INSTITUTIONS.** — The title suggests a long line of initials by which the different institutions are designated in the endeavor to economize space and time. The simple mention of them makes



a strong pull upon the alphabet, for we have the L. A. W., C. T. C., C. W. A., L. E. C. W., N. C. U., T. U., A. M. W. and a host of others, for aught we know. The birth and growth of these societies would seem to indicate a demand on the part of wheelmen for something likely to be accomplished by their aid, for we have to record a membership of 5,000 in the L. A. W., 16,600 in the C. T. C., and well-filled ranks in all the others. It is important to consider at this time whether these societies fulfil the expectations of those who instituted them and those who now maintain them. So far as our observation goes, they do not, else the wheelmen are satisfied with little, and that they do not accomplish what is claimed for them few close observers will deny. We hear too much of what they can, will, and may do, and see too little of what they have done. These remarks do not apply to the minor organizations, whose initials are included in the list given above. They have little work to do, many hands to do it, and the results are satisfactory. In England the C. T. C. can work to good advantage; but England is smaller than New England, and her size, when compared with the United States, is as one to seventy. With these discouraging conditions before us, it is idle for us to attempt to repeat over here the successes they have made there, and still more hopeless when we observe that they divide the work of the little island between two organizations, while we try to cover our immense territory with one. The C. T. C. is handicapped in America from the fact that it has no money to work with. Some 500 or more wheelmen have inscribed their names upon its rolls and their fees are forwarded to England, there to be expended for what the officials are pleased to call the general good of cycling. The great bulk of the work done by the C. T. C. and the L. A. W. is in the direction of consul and hotel appointments. The former is a harmless diversion, for it confers a title upon many who enjoy the wearing of it, and the methods of the latter are to our mind, all wrong. We can imagine that the consuls can do good work for the associations in many ways if they are so disposed, and instances are on record where important results have been secured through their enterprise; but these are rare, and the wearing of the title is generally the only burden assumed. In the matter of hotel appointments the two organizations are pulling on one string, instead of dividing their labors. Each is trying to secure hotels at important points that will make reductions to wheelmen. To our mind this is all wrong, and we hope to see the time when wheelmen will pay the regular rates, and, through the influence of the societies, get increased attention and special privileges. Reduction in rates too often carries with it reduction in fare.

Early in the year the League was shaken to its foundations by charges and countercharges made by the then corresponding secretary of the League, who was also

editor of the official organ, and the officers of the Springfield Club. The war waged hotly for a while, and led to the suspension of all the parties pending an investigation of charges made, and culminated in the expulsion from the League of the corresponding secretary. This was a most unfortunate affair from the beginning, for it distracted the attention of wheelmen from the proper work of the society, and arrayed them for and against either side of the controversy. Even now it is doubtful if the war is over, for the smouldering fires break out on occasions, and blaze up for awhile to startle wheelmen with the idea that the thing is not yet downed.

A movement to increase the dues of the League proved unpopular with the members, and died an early death.

As the League year was drawing to a close, there was every prospect that the League would show not only an empty treasury but a heavy debt. A popular subscription was started, which put the organization once more on a firm financial footing.

The annual meet of the League at Washington was eminently successful, for it drew together wheelmen from all quarters of the country, and once set face to face, there was little difficulty in settling all petty quarrels between the various factions, and setting at rest all matters in dispute, save the important one, which all looked to the Washington meet to arrange satisfactorily.

It was patent to all the members that the League was spending too much money for an official organ, for after the bills for this were paid there was no money left for anything, besides salaries and running expenses, and even these could not be well met. A committee was appointed at the spring meeting to consider the matter of the establishment of a gazette to be owned and controlled by the League itself, and they reported it inexpedient, and submitted to the League a number of propositions from publishing houses, who wished to undertake the work of printing the organ. But the meeting was not in favor of letting out the work to a publishing house, and so expressed itself. Those who had investigated the matter, argued that it was entirely practicable for the League to issue its own paper, and their ideas were caught up with enthusiasm by those present. The whole affair was put into the hands of a committee, consisting of the executive officers of the League, who, after an inquiry at the post-office, found that full rates would be charged, and then without further action or inquiry, placed the contract with a publishing house. This was an end not looked for by the meeting, and we do not hesitate to say that they would not have done as their committee did. Some indignation was expressed at the time, but this soon passed away, and the officers were excused. That the present conduct of the League organ is an improvement over that of last year, we do not scruple to

admit. The League has sole control of its columns, and the recording secretary, who is also editor, stands behind all that is said. This is well, and as it should be; but there is a loudly-expressed demand for something better still. The beggarly little sheet that goes weekly to members with a few columns of reading matter, gives little satisfaction, and it is very evident that a less frequent issue is demanded, and it seems necessary that the editor and publisher should be within easy distance.

The amount of business on hand for the meet seemed to call for an extension of time, and accordingly the one day meet was prolonged to two, one of which was given over to business, and the other to the parade and races. This was an improvement.

The parade was a success, though not so many wheelmen were in line as on former occasions. It is very evident that the parade idea is fast dying out among wheelmen, and we may look for its early displacement altogether. Certainly it would be better to give the time to business that is given over to this vain display. Wheelmen who go hundreds of miles to a meet of this kind, will be better engaged in work for the interest of cycling at large, than in the display of themselves mounted on wheels.

The championship races were never so successful, and resulted in a profit of \$636. In former years the annual championships have been very tame affairs, for there have been very few to contest; but on this occasion all that were at the disposal of the League were run at the meet, and an interesting series of contests was the result. Under the new rule, passed at the business meeting, the championships will be distributed this year, and only the bicycle and tricycle championships for the one mile distance will be run at the annual meet. Under a new rule of the League, the winner of these championships will retain the trophy, and there will be an absence of the friction caused by the old rule, which rendered it necessary that trophies be won three times.

Important changes in the rules were made at the business meeting, including an amendment to the amateur rule which absolves boys under sixteen years of age from the penalty of violation. This may at some time bring the League in conflict with the athletic associations, and it may be well at some future time to come to an agreement with them on this point. An amendment to the constitution, now pending, looks to the consolidation of the offices of recording and corresponding secretary. This will no doubt pass.

Some little friction was caused before the meet by the adoption of a "League benefits for League members only" idea, and the attempt to exclude from the parade all but League members. This seemed to be a direct attack on the Capital Club, which they and their friends resented; but oil was poured on troubled waters at a late date, and the Capital

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

## WM. M. WOODSIDE

WOODSIDE'S time for  
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2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



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holds every AMERICAN  
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1-4 MILE up to 50  
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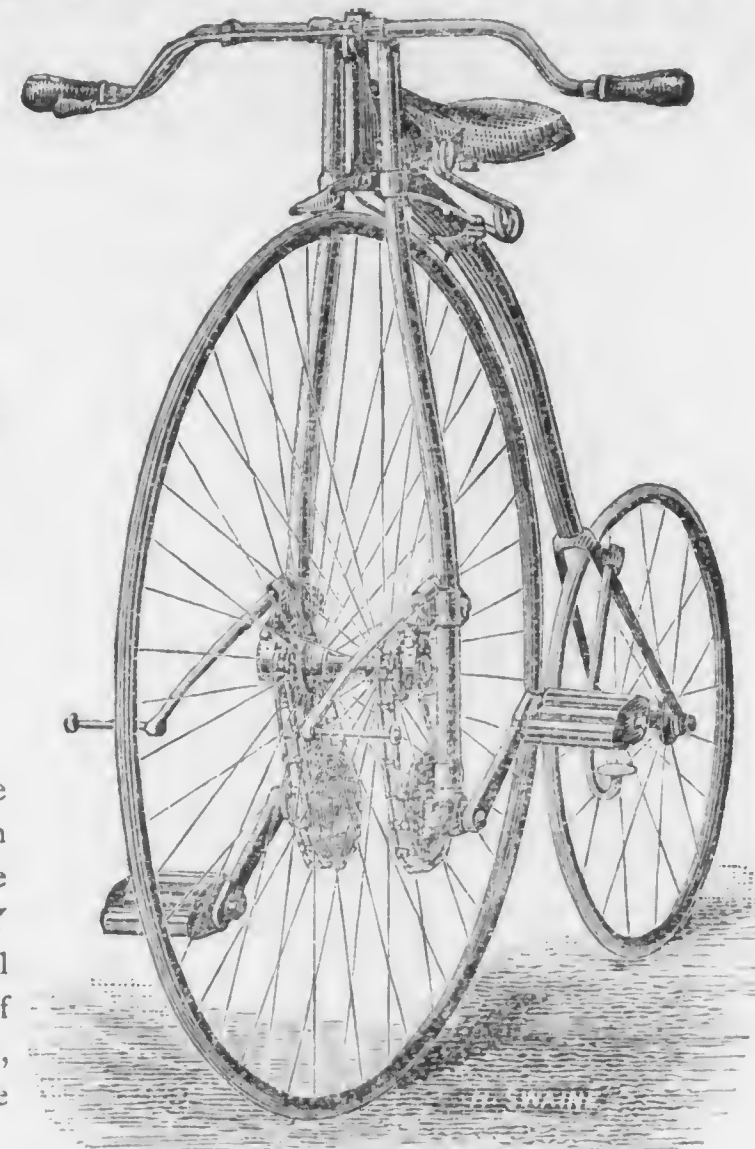
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Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3/4 inch Tires, Double Butted Spokes, Finished Nickel  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

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boys were invited to join the parade. This they did, and turned out in larger numbers than any club had before shown in the history of League parades.

Early in the year, an attempt was made to pass a bill in the Kentucky Legislature to forbid the use of bicycles on the highways of certain counties. An earnest fight was made against this bill by the local wheelmen, and they finally succeeded in killing it. In this emergency the League was powerless to do anything. The treasury was empty, and their hands were tied. Whether they would have done anything had the treasury been full, we cannot determine; but as it was, wheelmen who have been used to the cry that the League would uphold their rights were forced to behold the spectacle of a great organization standing calmly by and making no effort whatever to prevent this inroad upon the rights of cyclists. The direct result of this was the secession of the Missouri wheelmen, who saw that if their rights were involved, they themselves must fight for them, and they could see no use in their continuance with the League. League officials have pooh-poohed this secession, and claimed that it amounted to nothing, from the fact that there were few members in Missouri, but we think we can read a lesson behind the small numbers, and see that wheelmen will not long remain with an institution that is false to its promises.

The C. T. C. has had a prosperous year, and when we say prosperous, we mean that it has made itself so seriously felt that very many accessions to its ranks have been secured. They have set on foot many good movements, which will be prolific in good results in the near future, and it is in the minds of the officials to secure a portion of the fees paid into the treasury for use in this country.

Following closely the meet of the L. A. W. at Washington, came that of the C. T. C. at Poughkeepsie. This meet, which was in session two days, was full of pleasure and profit to those who attended. It included a business meeting, parade, dinner, and run to Vassar College. Then was set on foot the repetition of the "Wheel Around the Hub" which occurred in September. Though the weather was against the tourists, a very pleasant run was enjoyed, and much was accomplished at the business meeting. Three representative councillors were chosen, one of whom is resident in England. Important changes in the method of receiving applications for membership were made, and a subscription fund for the erection of danger signs was started. This fund now amounts to \$43.25, with \$16.00 additional, which has been subscribed but not yet paid in.

During the year a Canadian Division has been formed, of which Mr. H. S. Tibbs, has been chosen Chief Consul. It is doing good work and is in flourishing circumstances.

The official gazette of the C. T. C. is

one that its members should be justly proud of. To many it gives a full return for the price of membership. It is run at a loss by the club, but they do not desire that it shall pay for itself, and the annual outgo is not much greater than that of the League for its little affair.

The little league down in Essex County (Mass.) is flourishing. It has held frequent meetings and many excursions. They do a good work. They have taken a small territory, and they cover it well. They have issued a road book of the County, which fills its purpose well. In such a manner as this can effective work be done. The state divisions were the outcome of this idea, but we fear that many of them exist in name only. The Massachusetts division has issued a handbook, for which it is entitled to much credit. The New Jersey division has mapped the state for the benefit of riders. Beyond this we find little. In the place of such work, we have to observe the divisions taking in money, but putting none out, unless it be as in the case of New York, where they had done nothing but pile up money which they gave to the League to free it from bankruptcy.

Across the water the C. T. C. is gaining recruits daily, until now it scores a membership of 16,000. The popular fee of half-a-crown is still retained. The club has a regular system of hotel appointments, and a tourist is able to save a large percentage of his expenses by taking advantage of the reduced rates given to club members. A recent conversation with a returned traveller has, however, led us to think that reduced rates in such cases bring reduced fare and privileges, and that the best hotel in a place is not usually the club headquarters. The C. T. C. has been under fire during the year from the pen of one who signs himself "Anti-Humbler," and who has written columns to the press to expose the alleged weakness of the organization. The N. C. U. attends to racing and to the legal aspects of the wheel. A plan is now on foot to create a large fund which is to be used in fighting cases in which cyclists' rights are involved through the courts. A handsome sum has already been secured. This union does a world of work for the good of cycling, and in several instances they have taken up legal cases and fought them to a conclusion. When a case of the kind occurs and the victim cannot attend to it himself an attorney is placed at his disposal by the union. The fee is one shilling, and both amateurs and professionals may join it. During the year the L. A. W. racing board made an appeal to the union for justice against A. H. Robinson, who won a championship medal at Springfield, and unjustly retained it, knowing that he held it in trust but for one year. No official notice has been taken of the appeal. The Tricycle Union had a short life. It failed to secure a large membership, as many wheelmen felt that the two already existing societies were were sufficient. Under

the advice of its president, Dr. B. W. Richardson, its members will in future devote themselves to "higher aims," which means scientific research and study with the tricycle as a help.

Those who see in what we have said nothing more than a grumble, and who still have faith in the organizations may reply to what we have said: "What do you suggest?"

To our mind, the solution to the whole problem involving the failure lies in the fact that men will not give their time and service for nothing. This is a busy world. We are all engrossed in our business, and it is hard to find men who will leave their own affairs and engage in work for others for the love of the thing. He who accepts the position of president, or chief consul, or the chairman of an important committee must work hard and long if he would make himself felt. Few will do this, and the consequence is, that the right men cannot be obtained for the positions. It is no answer to this point to the earnest and faithful fellows who have given much of their time and energy to the League. We know them well, and we are never slow to give them credit for all that they have done; but the very fact of their hard labor argues that the burdens are not fairly distributed, and that many shirk what the few must do. Shall we see our way out of this through paid officials? Time will show. In the meantime, we will urge that it is not the sole end and aim of these societies to increase their membership.

CYCLING LITERATURE. — Cycling literature has always been a feature of the sport, and the number of papers devoted exclusively to its interests is remarkable. Comparatively few of those published bear the marks of prosperity, or exhibit any particular force. The *Amateur Athlete* was made the official organ of the League in the spring, while the *Wheel* was left to shift for itself, without aid. The Springfield *Wheelman's Gazette* ceased to be entirely an advertising sheet of the Springfield Club, and came into the field as a regular publication. The Millard *Cycle* has ceased to make its appearance, but has not been greatly missed, while its place has been filled by a couple of papers devoted to the interests of Southern wheelmen. The cyclists of Chicago talked of establishing a paper, but wisely concluded that it would be a losing venture, especially as the field was very well taken up by that wonderfully low-priced paper, the *Western Cyclist*. *Outing* and the *Wheelman*, or, as it is now universally called, *Outing*, has continued to give its quota of cycling matter. The *Canadian Wheelman* has had many births, but now bids fair to be a regular visitor. Karl Kron, as we presume every one is aware, is getting out a road-book. Large portions of it have already been published, but we await its appearance with none the less interest. The Massachusetts division issued a very successful handbook, forming a good basis for future and more ex-



tensive work. In England, the cycling papers have all kept their heads above water, and two new ones have been added to the already long list. *Wheeling* and *Wheel Life* are unique publications, abounding in short paragraphs, which used to be so popular, and, with plenty of gossip, aim at being the society papers of cycling. It will be noted that, with the exception of those devoted entirely to tricycling, all the wheel publications in England have abandoned the prefix "bi," or else adopted the American word, "wheel." For the BICYCLING WORLD we need say but little. It has flourished, and we think improved with each succeeding year. Its financial success and liberal subscription list and advertising patronage have permitted us to steadily increase its size. Several new features were added, and all its prestige retained. We wish to thank every one who has contributed towards its success, and made an impartial and fearless advocate of all that is good in cycling. We have labored hard to furnish the latest and best news, and have given information that no other paper has given. Our annual statement to the proprietors convince us that our efforts have been appreciated.

CLUBS. — Another feature of cycling is the number of clubs. Every city and town where there is any great interest in wheeling matters, has one or more clubs. These have increased in number, as hitherto, and, with few exceptions, those already in existence have gained in strength. Some, of course, have died, but most of the deaths may be put down to the ailments most young bodies are subject to. The most notable death was that of the Rambler's Club, which made a spurt in the spring, but, getting winded, decided to disband. A large portion of its members soon affiliated with the Massachusetts Club, which has been having built for it by the Massachusetts Bicycle Club corporation, a house, which it will occupy before many weeks have passed. There has been great strides taken in the matter of club-houses during the past year, and several of the clubs are very elegantly quartered. The Boston, Citizens', Chicago, and Albany Clubs, each occupy houses, while the Maryland Club recently laid the corner stone of its prospective edifice. With few exceptions, all the clubs that make any special pretensions to elegance of surroundings, have admitted non-riding members. Even those who most strongly criticised the Boston Club for its hardness in breaking loose from the bands of bigotry and admitting associate members, now that they too want pleasant quarters, have little to say. With the improvement in houses came an increase of dues, and most of the clubs in our large cities have fairly high charges, but they give more for the money. There has been an almost entire abolishment of club drills, and club runs have fallen into disfavor quite generally, and are poorly attended. In place of them fixed rendezvous are becoming more common, and

for the riders of this vicinity South Natick is becoming Boston's Ripley.

As the influence of the tricycle makes itself felt, and ladies come into the world of wheels, a demand for some different club arrangements have been felt. New York has a club for ladies alone, while over in Orange the fair devotees of tricycling find pleasure in the companionship of the Orange Wanderers. Slow Boston has as yet no ladies' club, the nearest approach to it being the Nemo Wheeling Club for couples with sociables, and the coterie of ladies at Chelsea. It would not do to leave the subject of clubs without a word on club uniforms. They daily become less common on the roads, and, except for state occasions, are little worn, except by the members of those clubs that have gone in for strictly road-riding suits. The dark colors are giving way to sober grays, while braids, gold trappings, and all finery are getting more and more uncommon; even club badges are worn less and less.

The wheel has figured in the courts to a very considerable extent during the past year, and numerous decisions of those in authority have been rendered, of more or less importance. In England, there has been no end of convictions for fast riding, but here we believe no one has been arrested for the violation of ordinances, unless we mention the recent case in Concord for riding on the sidewalk. The case of Dalton v. Milliken for running the plaintiff down on Sunday, was disposed of by a verdict for the defendant, on account of the puritanical laws relating to travelling on the Lord's Day. That statute has since been repealed, so far as it furnished a defence. There was the obstruction case tried before the Municipal Court in this city, whereby a driver was fined \$10 and costs for preventing the passage of a bicycle and tricycle in violation of an ordinance against the obstruction of "vehicles." The Brewster decision allowed wheelmen to bring in duty free wheels for their personal use. A very beneficial decision to wheelmen visiting England. There was the bill before the Kentucky legislature to prohibit the use of the bicycle in certain counties, which was finally defeated in the senate, and failed to become a law by the adjournment of the legislature. The board of public works of Nashville, Tenn., acting on the advice of the city attorney, reported adversely on a petition asking that the use of bicycles be prohibited on the public streets. Some of the makers have been at war with each other, but in the important cases no final decisions have been rendered. In every instance we have in mind, where the rights or liabilities of wheelmen have been litigated in the courts, the decisions have been uniformly correct. It may, we think, be fairly said that, except in Central Park, the rights of cyclists are everywhere recognized.

In fancy riding it is safe to say that we lead the world. Our leading gymnasts of the wheel, Canary, Tufts, Nash,

Wilmot, Wilson, and Hutchinson, find at the skating rinks eager and appreciative auditors, and marvellous stories are told of the incomes they are able to derive. They are constantly adding to their feats, and now give us daring and intrepid performances such as we never dared to dream of. All these riders have slid gracefully into the professional ranks, and we no longer see riders trying to keep their amateur standing though in receipt of a regular salary for riding. A new divertisement has come up in the shape of polo on bicycles. It is played on the Star only, and a contest is most exciting and interesting.

Thus briefly have we run over the record of the year. We have tried to look at it not as he does who sees nothing but the glamor and outside show, but critically, and for the common good. Though we should like to write the record differently in many instances, we can see nothing that will permanently harm our sport, and we can see much that will benefit us and lead us onward. May the New Year be as fruitful in results, and may we be united in the endeavor to make it so.

## CURRENTS CALAMO

### Adieu!

#### THE CYCLIST'S FAREWELL TO THE OLD YEAR.

Good-by, Old Year, Old Year, good-by,  
Thy closing days are near;  
I watch that tottering form and sigh,  
For soon thou 'lt glide from here.  
I'd live thy moments o'er again  
If in my power it had lain!

We greeted thee with open hand  
When thou wert but a child;  
We watched thee into age expand,  
A stormy babe, and wild.  
Yet who 'll withhold thee lawful praise,  
And who 'll forget thy fairest days?

I gaze upon thy aged form,  
And then upon my steed,  
And wonder if its heart would warm  
And give of praise they meet,  
If 't were of mortal mould like me,  
From care and troubles ever free.

I 'll ne'er forget thy moonlit nights,  
'T was then I wheeled away;  
'T was then my soul sought pleasure's heights,  
And grew serenely gay.  
How often 'neath a burning sun  
I've fondly wished the day were done.

Good-by, Old Year, Old Year, good-by,  
God speed I wish to thee;  
Thy dying moments, oh, are nigh,  
And then — Eternity!  
Fare quickly thou 'lt be lost to view,  
But ere thou 'rt in the past, Adieu!

### HAPPY NEW YEAR.

THAT makes six times we have said it.

A TRICYCLING party from England for the United States is promised the coming season.

THE Coventry Chair is becoming popular across the water. One young Englishman takes his mother to ride several

times a week, and another uses it as a cab from the station.

THE Pickwick Bicycle Club, of England, gave its *fifteenth* annual dinner last month.

JO PENNELL has been riding on a Coventry Tandem, with his wife, from Florence to Rome. We shall hear all about it in the *Century*.

A CORRESPONDENT of the *Cyclist* thinks the race for safety bicycles a farce. He says: "Any one knows that pace can be got out of a small machine of any decent make, whether geared or not, but what we do not know, and what we are anxious to find out is, *what is a safety bicycle?* and it would be a boon conferred on the public if some one will bring about a contest in which points of "safety" in the various makes could be fully displayed. Intending purchasers of safety machines would then have something to guide them, and the risk of purchasing a machine which is a "safety" simply because the makers choose to call it so, would be somewhat lessened. Of one thing I, for one, am already convinced, and that is, that something besides small wheels is wanted to make a machine safe."

MR. THOMAS YATES, of Halifax, N. S., has recently patented an improved shifting gear for the saddles of bicycles, whereby they may be instantly shifted to and fro when riding, as occasion requires. He has also devised a new idea for locking the wheels of tricycles, when leaving them unprotected in the roadway.

LORD CHESTERFIELD said a good thing on boasting, which many of our riders may take home to themselves with advantage. He says: "One man affirms that he has rode post a hundred miles in six hours; probably it is a lie; but supposing it is true, what then? Why, he is a very good post-boy, that is all."

It is more than possible that next year we may see considerable alteration in race meetings. Racing men have had things all their own way for some little time, but there is a feeling gradually gaining ground that the annual loss of a large sum of money over a race meeting, that after all only benefits the prize winners, is an unsatisfactory way of getting rid of money, and some of the largest clubs are already beginning to cry, *Cui bono*. — *Wheel Life*.

ONE of the French championships fell to M. Robt and another to M. Bill. What's in a name?

THE N. C. U. has appointed a committee to meet a similar body from the C. T. C., and consider what action can be taken to protect wheelmen from impositions which have been practised upon them in the faulty construction of machines by manufacturers.

ROBERT JAMES has taken up the cudgels in defence of Prince, as against the assertions of Howell, and now Howell offers to give James the same starts in races that he has offered Prince.

WE have received the first number of *The Bicycle South*. We don't like the heading. It is in bad taste to place a man taking a "header" so prominently before readers, and there is no particular significance in the devil-a-wheel. Otherwise the paper is well printed and readable. We wish it all success.

COL. NEWTON, an American writer upon biology, who recently went to London, intending to lecture upon evolution, was killed 16 December, while riding a tricycle, the vehicle coming into collision with a cab. Mr. Newton was pitched out and struck upon his head, dying almost instantly.

BETTISON, the long-distance rider of the Falls City Club, of Louisville, claims a cyclometer record of 4,000 miles since March 1.

FRANCE is to have a new monthly magazine devoted to bicycling, which will be illustrated. It will make its appearance 1 January.

BULL and Haynes, of Buffalo, ask for the business card of every agent and dealer in bicycles and sundries in America.

THE N. Y. Toy Company having bought Duryea's entire interest in the world renowned saddle for Great Britain, advertise for a live man to handle the saddle for them here. Garvey goes to England in their interest about 10 January.

THE Indianapolis Bicycle Club have changed the time of their excursion to New Orleans to 21 February, having received information from there that the Exposition would not be complete before February.

PRESIDENT T. S. MILLER, author of "Bicycle Tactics," will lead a young lady of Worcester, Mass., to the altar on New Year's day.

WM. READ, senior partner of William Read & Sons, died this week at an advanced age.

IN the suit of The Wheelman Company v. The Overman Wheel Company, for advertising account, a decision was rendered in favor of the latter, the Court holding that the advertisement was not placed according to contract.

THE first chop supper was held at the Boston Club House, Saturday night. A large company was present.

WHEN we send a dunning blank to a man who is in arrears for his subscription, we generally get the answer, "It is a little bill, and I overlooked it." How many, many, many such cases we have evidence of on our books. Reader, have you overlooked that little bill. We will spare you all reference to the little drops of water which are said to make oceans.

MR. SALEM H. WALES, one of the New York City Park Commissioners, gives this testimony to a journal of that city: —

The opposition to bicycles and tricycles is disappearing. The park board was obliged to recognize the objections to them, which were probably well-founded at first, but at a recent meeting the restrictions were cut down, and I have no doubt they will be entirely abolished before long. Personally I have been for some time in favor of withdrawing all restrictions. A person who works his way on his own vehicle seems to me to be entitled to as many, if not more privileges, than one who drives a horse, or is driven by a coachman. Horsemen have complained most about bicycles, but I do not find that horses are much alarmed by the wheels.

THE friends of The Cunningham Company will be glad to hear that their suit with the United States Government, with which they have been at issue since last May, has been settled by compromise, and that the pioneer house will be in a position to prosecute the 1885 campaign with its wonted vigor. The stockholders will also be glad to hear that their treasurer, Mr. Frank W. Weston, who founded the house in 1877, and upon whose shoulders since that date the burden of the business has mainly been borne, has withdrawn his announced intention of handing in his resignation at the ensuing annual meeting of the stockholders. Mr. Weston is vigorous in expressing his opinions in the matter of the Custom-House trouble. He contends, first, that to arrest the entire business of a manufacturing and importing house, and on a technicality merely, to prevent them from pursuing it for a whole season, savors of despotism, and of methods wholly at variance with republican ideas and institutions. Second, that if any justification of such a course could be found, it could only be intentional fraud on the part of the defendants; and, third, that fraud is a crime, and crime should be punished, not condoned. "The Government," Mr. Weston says, "has confessed its weakness in the case by withdrawing its suit in consideration of a money recompense, but it was careful that the latter should represent about all that we possessed after our seven years of labor, knowing well from past experience that if the Cunningham Company should ever recover from the blow, it could be only after the lapse of years, and that the stockholders would never consent to a further expenditure of cash in the ventilating its grievances, or in vainly attempting proceedings against an unswerving defendant."

ALL the good things come of riding a Duryea, and now Woodside owns up to having used one in his record-breaking at Chicago. Prince (2.39.1) straddled a Duryea in his fifteen miles against all comers Christmas day. — *Adv.*

HAPPY NEW YEAR! The N. Y. Toy Company want reports from all riders of Duryea Saddles up to 31 December. Two prizes for longest distance covered in 1884 by amateurs, and two for profes-



sionals. Six prizes will be awarded for long-distance riders of 1885. — *Adv.*

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### League Membership.

*Editor Bicycling World:*—In referring to my suggestion that memberships in the League should continue one year from the date of admission, you advance the objection that it would interfere with the present method of changing the color of membership tickets each year. I confess that I was not previously aware that the change in the color of these tickets was the result of a deliberate design, and in order to prevent fraud: I had, in fact, scarcely noted that they were changed in color, and supposed the slight difference in the design and print was made to please the taste of the secretary or treasurer, or was, perhaps, a whim of the printer. I certainly cannot now see the force of your objection. If color is all that is necessary to prove membership, why go to the expense and trouble of printing the receipts and signing them, anyway? Why not get a ream of, say, blue paper for this year, and cut it up into cards of the proper size and send them to members, and next year get green, and next, yellow, and so on? Then, when anybody wants to obtain league privileges at a hotel, or in New York parks, all that will be needed will be to exhibit a bit of blue pasteboard (for, of course, landlords and park commissioners are not going to examine it closely). If they were so unreliable as to take it into their hands and see that it was blank, it would make no difference, for, of course, the L. A. W. committee has informed all the landlords, clerks, conductors, and commissioners, that the ticket for the current year is blue, and it saves these officials a deal of inconvenience. Pshaw! dear *World*, don't be absurd. Your objection is worthy of the English circumlocution office, and would make the manipulators of our own government red tape laugh. I'm afraid your whole dual staff is under the C. T. C. influence, so that you cannot see any thing leagueish outside the line of your twin nose. Now, *what* reasonable objections are there to having a ticket with the member's term of membership plainly stated thereon, and guaranteeing him a year's worth of it for one dollar?

W. E. GILMAN.

#### Rear Wheels and Tires.

*Editor Bicycling World:*—During the past few months I have devoted considerable study to your suggestion of wider tires on the rear wheels of bicycles, and, as I get more vibration than most riders do, on account of riding with my saddle as far back from the head as

I can conveniently get it, I shall adopt your plan, and have my next season's machine built with 1-inch tires on both wheels. As I shall have the machine built to order, I would like to get your opinion as to the proper size of the trailer. Do you not think that with a 55-inch front wheel, a 20-inch trailer would ride easier, and give me less jolting than would one of 18 inches?

Yours, W. G. K.

[We have always felt that if any change should be made, an increase rather than decrease was advisable. We think you would find the 20-inch trailer some easier. — *Ed.*]

#### Central Gear.

*Editor Bicycling World:*—An experience of 1,800 miles with central-geared tricycles leads me to take exception to the editorial opinion, that trousers cannot be worn with them. Unless extraordinarily full at the bottom they will not catch in chain, wheel, or crank. There is, of course, none of the danger offered by close-fitting spokes and forks as in the bicycle.

IXION.

#### That Patterson Affair.

*Editor Bicycling World:*—I notice in your columns a paragraph relating to Patterson, alias Westbrook, referring to him as being certified from this club as an amateur, and also stating "that he proved himself a member of the club by a certificate of membership."

The facts are simply these: Westbrook was a member of this club until he was dismissed for professionalism. Sometime in October last I received a telegram from the secretary of the Omaha Bicycle Club, asking whether Patterson of our club was an amateur, and qualified to race? Having two members of that name, and supposing reference was made to one who was then actually travelling in the states, I answered that he was "correct." Imagine my surprise when I found out that the Patterson in Omaha was none other than my old friend (?) Westbrook, who probably knew of the genuine Patterson's travels. I wrote, at once after hearing of this, to the Omaha Club, apologizing for my mistake, as our club had long since discarded Westbrook. Hoping you will find space for this letter, which might throw some light on your article of "Professional Mendacity" in which our name figures prominently,

I am, sir, yours truly,

GEO. H. ORR,  
Act. Sec'y W. B. C.

TORONTO, 22 December, 1884.

#### Quoted and Noted.

*Amateur Athlete:* "First: can the finish of a bicycle race be decided by the touching of the tape on the ground by the wheel? Second: is it so done? Third: do the rules call for it? To take up the first, is the eye sharp enough to detect which of two wheels first touches the tape

(held to the ground by nails)? We would defy anybody but a veteran at judging, with no more enthusiasm about him than a cow, to be able to control his feelings to such an extent, and his eye to the degree, of deciding a race so close as to amount almost to a dead heat. The very fact of the tires rushing past and confusing the eye, alone would render the giving of a correct decision or time almost impossible. Bicycle races are nearly always very close, as they are generally won by a spurt on the finish."

[Close finishes are the exception rather than the rule. At Springfield, during the four day's tournament, and when a great many races were run with a finish to judge at every lap, there were but two close finishes. At Boston during the four days there were no finishes close enough to give trouble to the officials. Bicycle races are not "nearly always very close," if this is meant to imply that they are so close that it is hard to tell which rider leads. In England they have got handicapping reduced to a system, and the work of the handicapper is considered very poor, unless the men are brought in at the finish so that a blanket will cover the lot. We will tell farther along how they judge the finish over there. Our handicapping is not so good, and it cannot be under the nature of things. Until it is we shall have few close finishes. — *Ed.*]

"Secondly, we not only doubt if such a method is observed, but we are sure that races are not decided by the wheel touching the tape. To prove this, take the Springfield tournament, for instance. There was the tape nailed on the ground and a wire stretched from the judge's stand to the reporter's stand, parallel with and about fifteen feet above the tape. When the winner's wheel was seen to pass these two lines (the eyes being adjusted to make both lines as one) the judges and timekeepers raised their eyes. There was no touching the tape on the ground about that; it was plain to every one how the races were timed and judged."

[In no single instance were the judges in the stand at the finish during the Springfield tournament. They were on the track at either end of the tape, and took the finish in the proper way. — *Ed.*]

"(The finish to be judged by the driving wheel.) Now what in the name of all that's plausible, does this mean?"

[It means that the Star and the front-steering tricycle shall not be judged by the part that would strike a worsted, but by the drivers. — *Ed.*]

"Will some intelligent person take the stump and explain what part of the driving wheel must be considered in judging, and what is the finishing point for the driving wheel to pass. The rules do not state which, and from the date of the publication of this astonishing chaos of rules and regulations, which nobody believes in, and still fewer obey, we doubt if officials ever tried to carry them out; and even in Boston, where one

would suppose that cyclists would swear by the BICYCLING WORLD, the racing rules are looked at and spoken of like some curiosity from Africa, that never can be tamed."

[This is false. — *Ed.*]

"The point of starting by the report of the pistol is a profound effort of the intellect to develop and support the most senseless, ridiculous, nonsensical rule ever concocted."

[Our friend takes occasion in another part of his article to praise the athletic editor of the *Spirit*. We will let him hear from that gentleman on the starting question. — *Ed.*]

"A large portion of the essay is devoted to proving that the *Spirit* errs in suggesting that in bicycling races the contestants should be started by the flash of the pistol, and he even calls to his aid a professional rider to prove that the wheelman could not conveniently look around for the pistol flash, and could not be fairly started in that way. These statements are true, the argument sound, and the logic without flaw. — *Spirit of the Times.*"

[Further comment would be superfluous. We blush for our contemporary. After reading the effusion, which is filled top-full of ignorance regarding the wheel and wheel racing, we are not a little surprised to find that the writer is such a man as he describes himself later on. — *Ed.*]

"The subject of bicycle racing has been a study for years on our part, and few persons in this country could have more experience than ourselves on this subject, for the plain reason that we have followed the business up almost from its birth."

[In place of any word from ourselves on the subject of judging a bicycle race, we will give the following extract from the *Cyclist*, than which there is no better authority on bicycle racing in the world. — *Ed.*]

"A question as to correct judging having been raised, a few words on this point may not be out of place. Athletic men, by which we mean riders or others who have gone in for running or walking prior to bicycling, naturally cling to the worsted cord system as the best means of marking the goal, but, apart from the unfairness of this, from a bicycling point of view, by giving the largest wheels an advantage, it is obviously impossible to decide who is third, if there is a close struggle, and the worsted is, as must be the case, broken by the first man. Again, no man can judge, looking along a line simply scored on a black cinder path, if the finish be a close one. There is, in fact, only one fair way of judging bicycle races, viz.: by placing on the ground a fairly broad white tape. Then, with a judge up to his work, steadily gazing on this tape, and not on the men at the finish, a difference of two inches and less can be easily discerned. Personally, we should decline to judge unless such a tape were provided. It is urged in favor of

the worsted line, that in running races some men jump at the worsted at the finish, and thus score a victory. This is quite right, because any man who can jump at the finish of a sprint race is obviously the best man. Bicyclists, however, do not jump, and if a big wheel were awarded premier position for first striking against a worsted line, it would obviously be giving an advantage to a long-legged man. No man ought to be handicapped on the size of his wheel *per se*; neither should he have any advantage specially given to him on that score."

[To this we will only add that a Star Machine will break a worsted before it finishes. — *Ed.*]

*Spirit of the Times:* The track had no curb, and, according to League rules, this fact would prevent the acceptance of the times as records. But as the chairman of the R. B. of the L. A. W. has published them in his newspaper, and editorially indorsed them as records, it is probable that the racing board will find some quibble through which to evade their rules, and accept these performances.

[If the *Spirit* alludes to this paper we would say that we have not "editorially indorsed them as records," on the contrary we have refused to accept them. Further, the *Spirit* should know that amateur organizations neither accept nor reject professional records. — *Ed.*]

*Wheel*, 3 October. "Now we are in accord with the League rules to a considerable extent, but there are some alterations we would like to see made, which are rather to be considered in the light of additions."

*Wheel*, 12 December. "The racing board have upset all the rules that worked so successfully last year, and inaugurated a lot of trash that nobody understands and few follow."

[We appeal from Philip drunk to Philip sober. — *Ed.*]

#### Orange Wanderers.

THE CHAMPION SIX MONTHS' RECORD. — At a regular meeting of the club, held 19 November, 1884, five members (two ladies) handed in their road records for the six months ending 1 November. Of these, Capt. J. W. Smith stood first with the following: May, 711½; June, 901½; July, 714; August, 655½; September, 572½; October, 603½; total, 4,158½ miles. Every mile was recorded by verified cyclometers. Can any American beat it?

L. H. JOHNSON,  
President.

#### Central Park and the C. T. C.

READERS of the *World* of 19 December, will be glad to know that Mr. and Mrs. Ormiston have been successful, and that the President of the Department of Parks instructed the committee to furnish them with the necessary passes for the use of the Park and the Riverside drive, under the rules. This was attended to in

the most courteous and prompt manner by Mr. W. C. Frazee, the secretary of the committee, and thus another phase of the vexed park question has been satisfactorily settled.

### RACING NEWS

CHICAGO, 25 December. — Race meeting of the Hermes Club. The intensely cold weather made the rink anything but a pleasant place, and there were few people present. The races were as follows: One-mile dash. — N. H. Van Sicklen (1), 3:16½; J. S. Rogers (2), 3:19½; Lindell Gordon (3); Percy Stone (4). Two-mile handicap. — Howard Page 408. (1), 7:31; F. B. Bradley, 358. (2). Half-mile. — Percy Stone (1), 1:44½; John S. Rogers (2). Five-mile. — N. H. Van Sicklen (1), 18m.; Geo. Webber (2). Three-mile handicap. — G. W. E. Pierce, 258. (1), 11:41½; Howard Page, 558. (2); Percy Stone, scratch (3). Fifteen miles, professional. This was the grand challenge race between Prince and Woodside for \$100 a side. The race was hotly contested every inch of the way, and the excitement was intense. Neither man allowed his opponent to secure a decided lead at any point, and they indulged in spurt after spurt to break each other up. On the last lap Prince took the lead and won by six feet in 53m. 9½s. Woodside's time was 53m. 9½s.

At six o'clock in the evening the Chicago Bicycle Club entertained the visiting members of the St. Louis Club at dinner in the Leland Hotel.

At Hudson, Mich., lately, Miss Mattie Wallace and Professor D. W. Marsh rode a five-mile race in the presence of two thousand people, the lady winning by half a lap.

A TEN-MILE bicycle race between Bert Hatch and F. T. Merrill, for the championship of Oregon, came off at Portland, 13 Dec., before a fair-sized audience. Hatch won choice of positions, but Merrill dashed off with the lead, which he kept throughout, although Hatch made a lucky effort at the end to catch up. Time 36m. 30s.

The Louisville Bicycle Club is trying to arrange a team race, fifty miles, with the Chicago Bicycle Club.

### WHEEL CLUB DOINGS

16 DECEMBER, the Fort Wayne Bicycle Club opened their new club rooms and tendered to their members an opening *fête* and supper. All but two members were present and a most enjoyable time was had. After a short business meeting the club sat down to an elegant oyster supper, and the "wee sma' hours" found the merry wheelmen still merry at the festive board. The club is now established on a firm footing, and looks forward to a successful future.



The Baltimore 'Cycle Club received some three hundred of their friends at their clubhouse, Christmas day. The rooms were tastefully trimmed with evergreens. On one of the walls was placed a bicycle, formed of pine, and made by Mr. W. Bayley and Mr. J. Baetjer. A collation was served. The honors of the day were done by the following reception committee: W. Bayley, C. Isaacs, H. Kries, H. Bayley, R. Lockwood, A. Mealy, J. Baetjer, H. Darby, A. Snyder, W. Sprigg, and W. Cohler. During the afternoon Mr. W. S. Bayley, president of the club, presented Mr. A. M. Snyder with a handsome gold medal, as a tribute to his excellence as a bicyclist, he having made the longest distance since May last, namely, 2,013 miles. Mr. Snyder responded modestly and appropriately.

MEMBERS of the Maryland Bicycle Club entertained their friends with a reception at their house, 10 North Avenue, during Christmas day and until 11.30 in the evening. All the rooms throughout the building were tastefully decorated with festoons of cedar, pine, and holly, wreaths of the same hung against the walls and symbolic mottoes. In the rooms down stairs were tables, from which were served terrapin, turkey, salads, wine and liquors, and each of the guests, as he arrived, was received with true Maryland hospitality.

THE Ixions will receive friends 1 January, at their club house, from 1 to 10 P. M.

MARRIED: At Beverly, on the evening of 23 December, Mr. Harry S. Williams to Miss Alice I. Goodrich. The happy couple received many varied and beautiful gifts, prominent among them being an elegant French marble clock, presented by the Thorndike Tricycle Club, of which the groom is lieutenant.

THE Stamford (Conn.), Wheelmen are soon to have an entertainment of fancy riding, etc., in the fine, new roller skating rink on River Street. The club cleared a neat sum at their recent readings in the Opera House, and a billiard table figures among other new furnishings to their club rooms. The Facile Club have missed only five days' riding this season.

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**Massachusetts.**—F. Alcott Pratt, 31 Chestnut street, Boston.  
**New Hampshire.**—W. V. Gilman, R. C., Nashua.  
**New Jersey.**—Dr. G. F. Marsden, Red Bank.  
**New York.**—Dr. A. G. Coleman, Canandaigua.  
**Ohio.**—Alfred Ely, 873 Prospect street, Cleveland.  
**Pennsylvania.**—F. S. Harris, 718 Arch street, Philadelphia.

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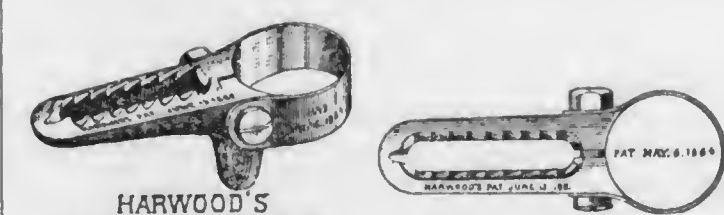


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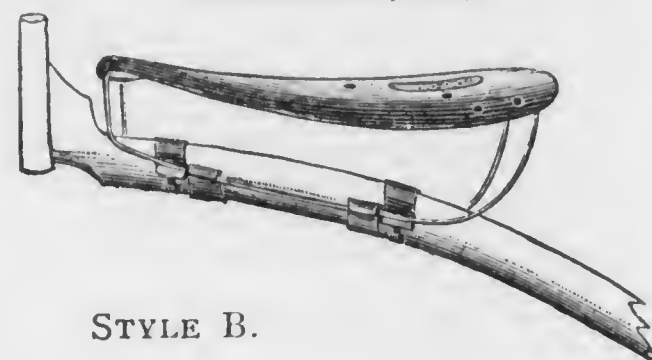
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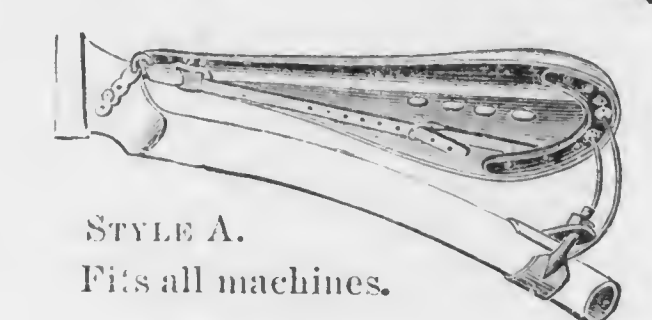
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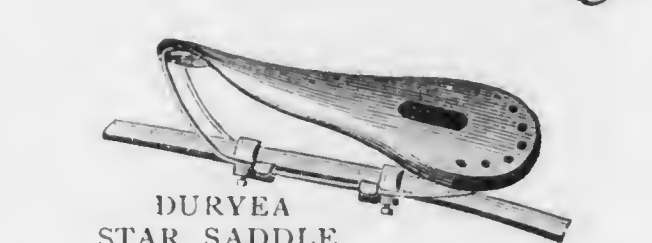


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 In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

RENEWALS.—Members are reminded that each will find a renewal blank in his January Gazette, on receipt of which the blank should at once be filled out and mailed with seventy-five cents dues for 1885, to the State consul, or to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio, or to the United States chief consul. Renewals will be published in the club Gazette, but not in this paper.

APPOINTMENTS.—Consul for Baltimore, Md., Wm. Spurlin, 233 West Baltimore street; consul for Nashua, N. H., Lester, F. Thyer, 183 Main street; consul for Rochester, N. H., Elbridge H. Corson, Main street.

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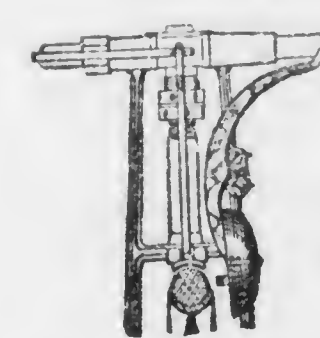
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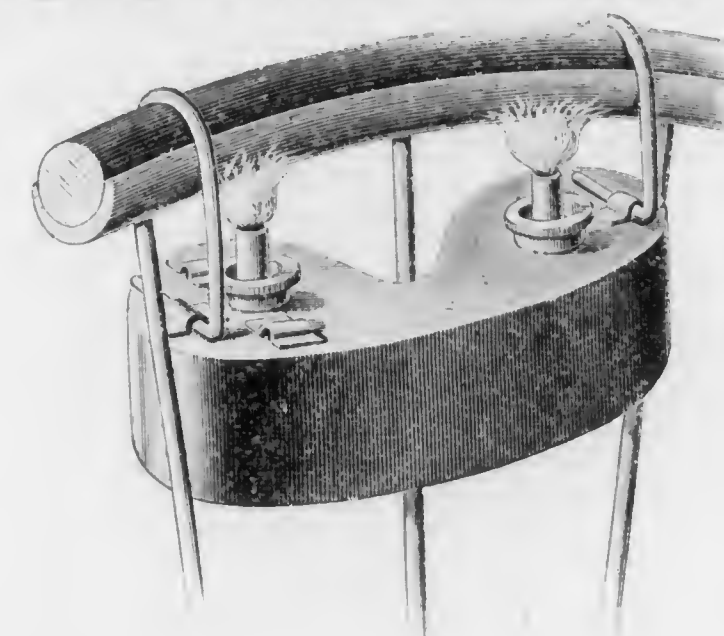
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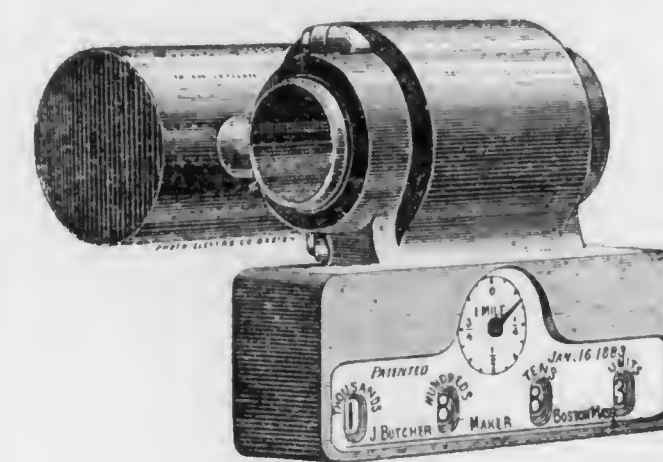
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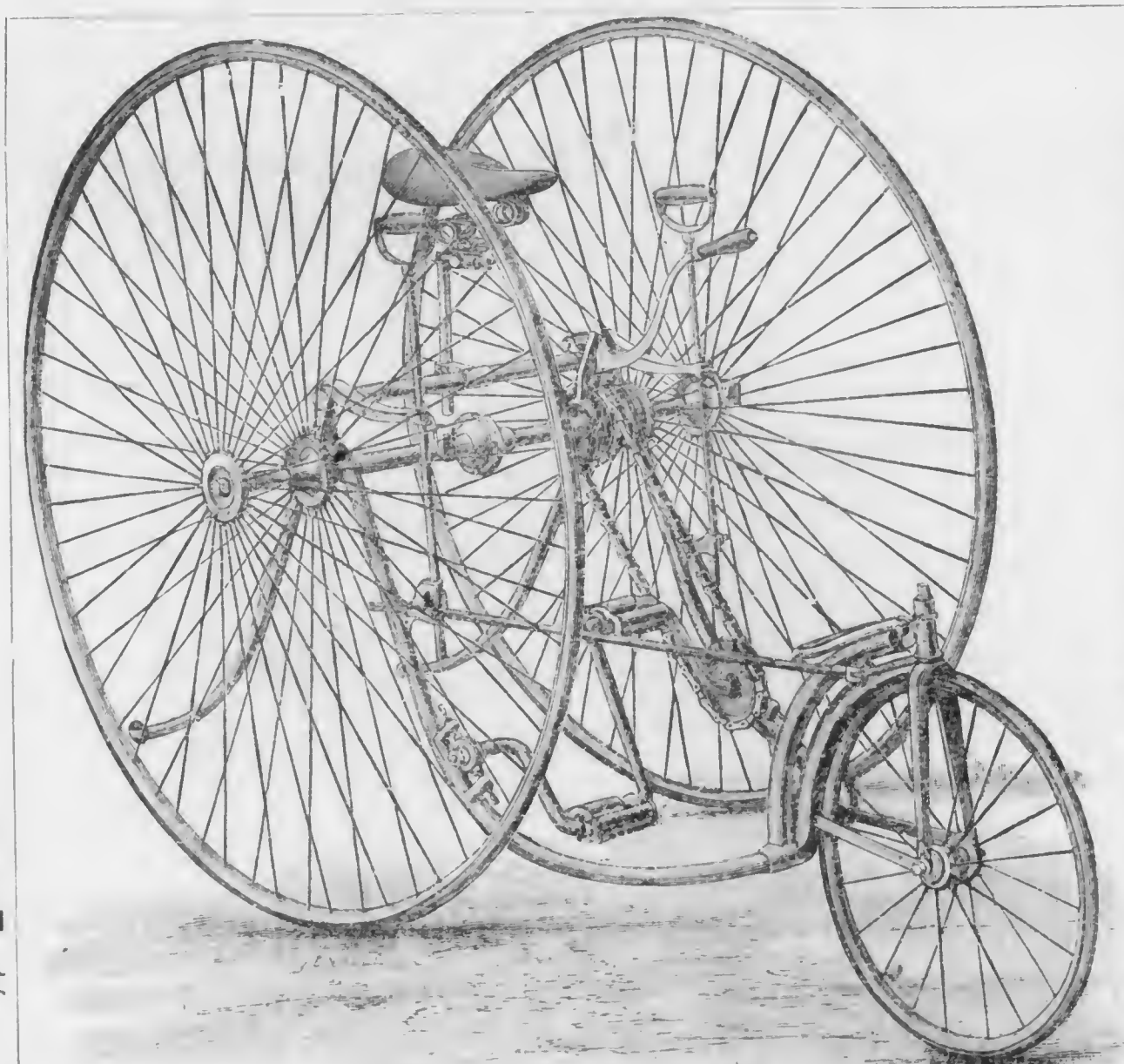
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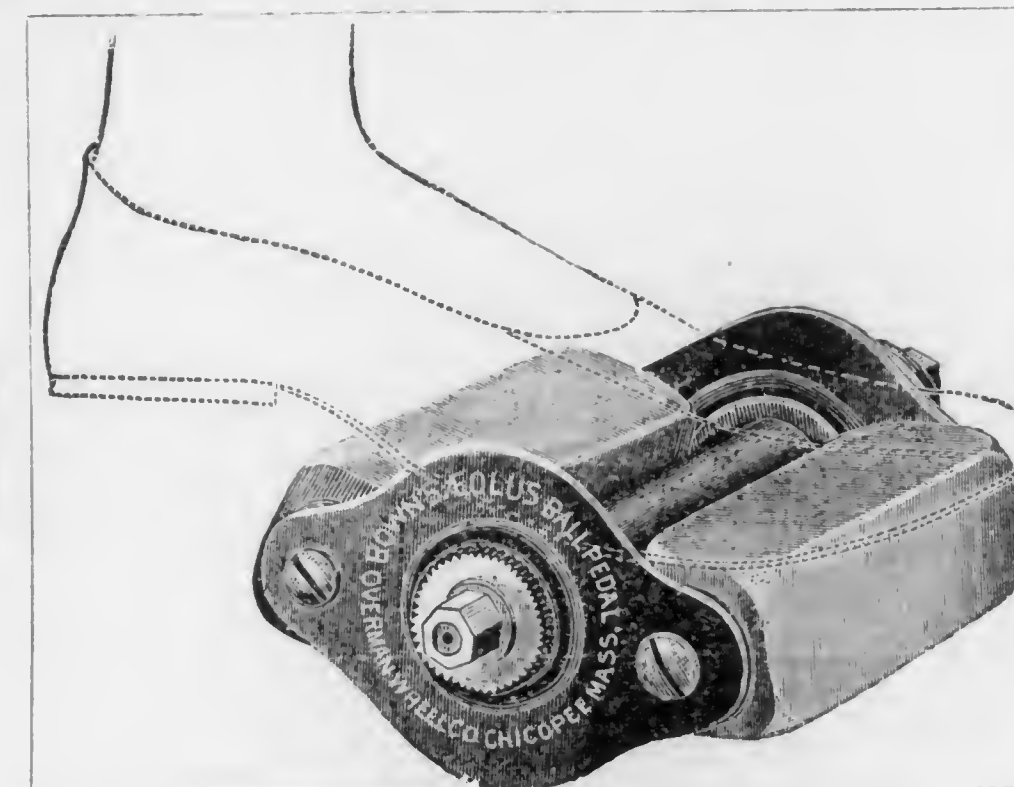
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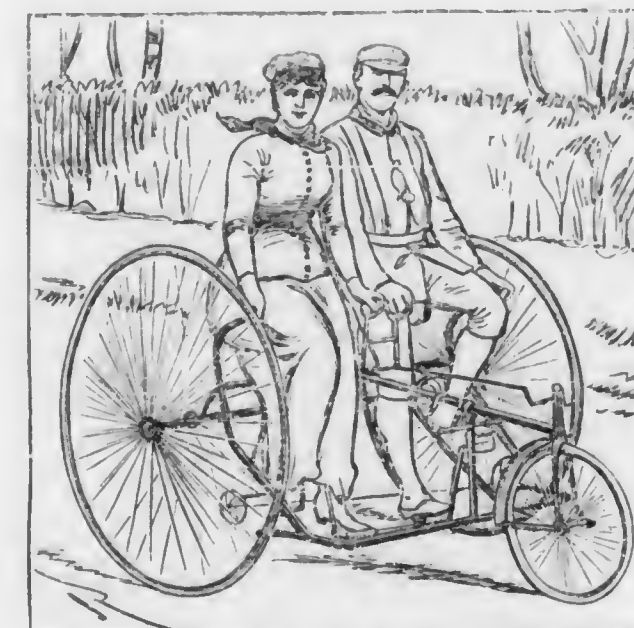
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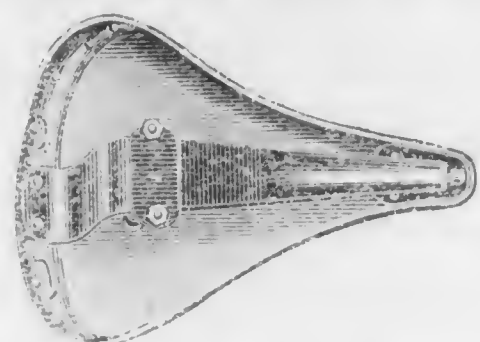
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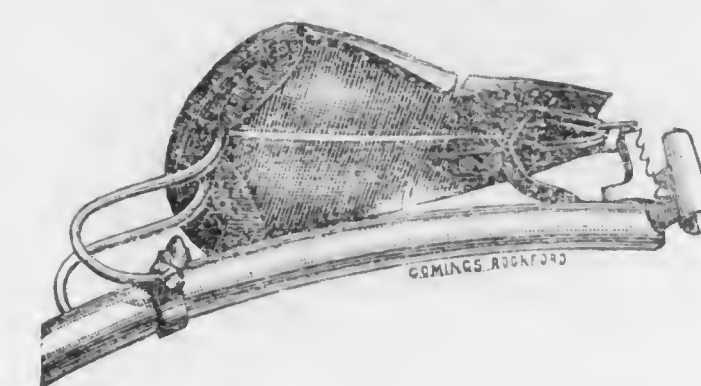
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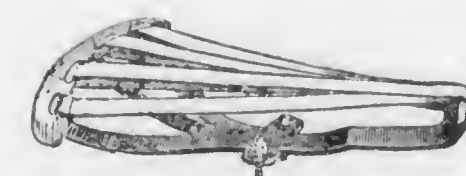
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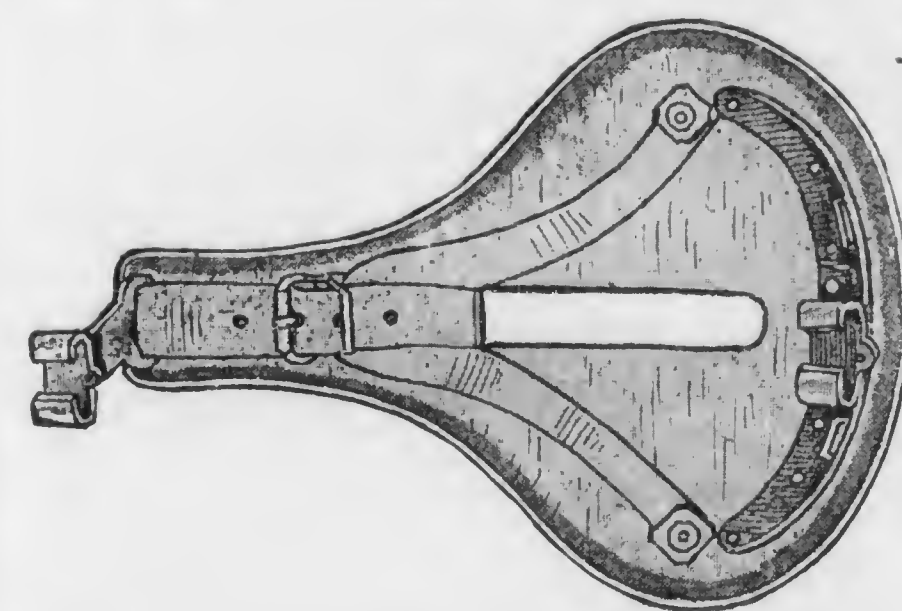


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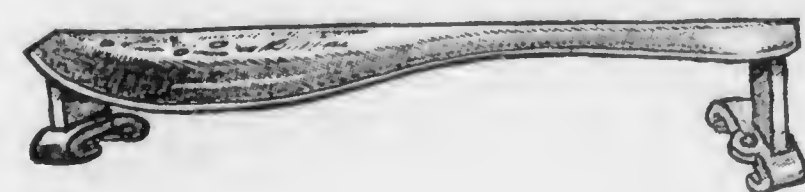
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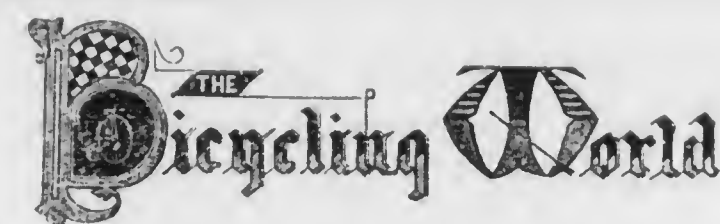
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J. S. DEAN.....EDITOR  
ABOTT BASSSETT.....MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 9 JANUARY, 1885.

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## TIME KEEPERS AND TIMING.

IN the *Cyclist* of date 24 December, Mr. E. R. Shipton has an exhaustive article on timekeepers and timing, in which he notes the weakness of the system of timing now in vogue, and points the way to reform. Much of the article is given to a description of the different watches in use, and in many of the reforms suggested America has led the way, but it

will well repay reading, and, for the benefit of those who do not get the paper, we will give some of the salient points:—

"The present unsatisfactory system of allowing the owner of a good, bad, or indifferent watch to disinherit the holder of an undoubted and accepted record merely because he, at a private, or at the best, a quasi public training ground, timed some rider in his practice spins, is a system which should be put an end to. In the interests of the sport, of the clubs giving race meetings, and of the Union holding championships, any recognized attempts to lower the present standards should be jealously confined to public advertised trials where *ceteris paribus*, far greater facilities for checking and vouching for the accuracy of the performance will ever be obtainable. Such a change would manifestly be far fairer to the holder of any of the present records, made, mayhap, under disadvantageous circumstances; for an aspirant to fresh honors would have to take his chance of the elements, rather than be allowed, as now, to wait until they and his physical powers were in league with himself to eclipse the doings of his predecessors. Leaving for the moment the question of how to satisfactorily register the performance of a rider, we will assume that a Mr. Smith has, to the satisfaction of a competent watch holder, beaten the previous best on record by a Mr. Jones. This mere fact, even though it be substantiated by reliable witnesses, should not entitle the timer to boldly and without hesitation transfer the honor recently held by Mr. Jones to Mr. Smith. On the contrary, the evidence in its entirety should first be submitted to a competent authority, and its edict obtained. "A competent authority" has up to the present been definable at the sweet will and pleasure of the parties interested, but more frequently than otherwise the editor or the correspondent of one of the many cycling and sporting papers has been temporarily invested with woolsock and ermine, and has been called upon to pass judgment. Such a happy-go-lucky method of procedure may have answered fairly well in the past, but granting, for the sake of argument — what its most strenuous advocates would be loth to allege — that it has usually proved reliable, there yet remains the undoubted drawback that it has been provocative of a vast amount of friction and jealousy when varying interests have come into conflict; and it has likewise been productive of more disputed records than all other causes put together. The fact is, the manager of the *Snorting Fife* is naturally chary of indorsing a performance (claimed to be a "best on record") which his opponent the *Snortsman* alone tested, or was alone advised of in the first instance, and so *vice versa*. To remove, then, all cause for suspicion and bickering, the giving of new records or the taking away of old ones must, as far as cycling is concerned, be delegated to the body which, from its

position and influence, is removed far above all possible bias — to wit, the National Cyclists' Union — one of whose functions it is to, metaphorically and literally, smooth the path for our racing men."

Mr. Shipton suggests that the N. C. U. appoint a committee on records to investigate all claims that may be made. This is the method long since put in practice by the L. A. W.

Speaking of timing he credits "the States" with a more thorough system than that of England.

"In England, as is pretty generally known, the National Cyclists' Union appoints an official timekeeper (Mr. G. P. Coleman, the handicapper, to wit), whose duty it is to record the doings of the competitors in the championships, and whose services can usually be obtained by clubs in the metropolis and the home counties upon payment of a fee of half-a-guinea and travelling expenses. Equipped with a thoroughly reliable watch, his edicts are almost invariably accepted without comment, checked, as they frequently are, by perhaps half-a-dozen qualified spectators, whose timepieces are in fairly close harmony with his own. A difference of a fifth of a second upon a mile sprint would hardly entitle an outsider to query the timer's ruling, particularly as he knows the odds are a hundred to one upon the official's watch being the better of the two, and an increased variation of, say one second, on a five miles' race, would similarly be allowed to pass without comment, providing that the occasion were an ordinary one, and no record times were approached. In the case of contests of the latter description, the services of other friendly amateur watch-holders would be availed of, though the official timekeeper alone would decree the verdict, after due consultation with his colleagues."

In summing up the duty of a timekeeper, Mr. Shipton gives the following list of requisites. For the benefit of our official handicapper, who says a finish cannot be judged by the tape on the ground, and who thinks the flash should be used for starting, we use a few italics:—

1. The timekeeper should be a man of known integrity, of steady habits, not easily flurried, and capable of giving a calm and judicious judgment.
2. He should be provided with a thoroughly reliable watch.
3. He should keep within five or ten paces of the pistol, so as to be *au fait* with the starter's every movement, and to catch the report at the moment the trigger falls.
4. Simultaneously with the report he should start his watch — a practically automatic movement in competent hands.
5. He should carefully note, in a



book provided for the purpose, the lap and mile time of the leader throughout the race—long or short, as the case may be—by which means any vital error in reading, or in the official lap scoring, can almost immediately be detected.

6. The "last lap" bell having been rung, he should kneel at one end of the flat white tape nailed to the ground opposite the winning post before the race commenced, and *the moment the leader's wheel comes into contact with it he should stop his watch dead*, and quietly reassure himself as to the result before he announces a verdict, which is almost sure to be harshly criticised by outside witnesses, whose dogmatism increases in inverse ratio to their ability for judging.

The man who has "studied bicycling from its birth," may find much to profit him in the above, and it may not be out of place just here to remark that Mr. Shipton signs himself "Ab Initio."

In conclusion, the writer says:—

The deductions and recommendations it seems desirable to urge upon the N. C. Union, are therefore:—

1. The opening of an official register of path records.
2. The opening of ditto road ditto.
3. The appointment of a standing Records Committee to adjudicate upon the reliability of the present accepted times, and to report upon the validity or otherwise of all future claims to fresh honors.
4. The taboing of all "private trials" which claim to be records, and of all "fastest times" made upon tracks of unequal circumference, *i. e.* an odd number of laps and feet to the mile.
5. The appointment of additional official (or honorary) timekeepers in all parts of the country.
6. The adoption of an unvarying law that no claim to a record shall be allowed unless timed upon a watch that has obtained certificate at the Kew Observatory.

The illegal and unjust discrimination with which the custodians of Central Park dole out the use of that public domain is a disgrace to the city of New York. The subjecting even the favored ones to the indignity of wearing a huge metal badge, as if they were the menials of some petty monarch, whose own position needs the security of outward recognition, must be humiliating in the extreme. It is the most unheard of proceeding, and only accounted for by a total lack of comprehension of their duties by the Park Commissioners. The admission of one C. T. C. member does not in the least atone for the attempt to make any discrimination whatever. If one wheelman has a right to ride in Central

Park, every cyclist has it. The park was designed for the people, for the rich and the poor. Its benefits cannot legally be confined to any class of people. The sooner some steps are taken to remove these senseless restrictions attending the admission to the park the better. Will not some decisive and rigorous steps be taken immediately to remove them.

IXION is often right, and always fearless in the expression of his opinions, but he has slightly overstepped the mark in taking exception to our remarks on trousers and central-gear tricycles. What we said was that "trousers cannot be worn on the central-gear machine as they can on the loop frame." We did not say that it was impossible to wear them under such circumstances but that a loop frame was better adapted to their use. We spoke advisedly, for we, too, have used a central-gear machine, and worn trousers, but the soiled condition of the latter did not recommend their continuance. The present style of central-gear tricycles, and the ample chain guards with which most of them are fitted, has reduced to a minimum the objections on this score.

IN the 'Cyclist Christmas number, A. J. Wilson ("Faed") and A. G. Morrison ("Titanambungo") have produced the best piece of cycling literature yet published. All the weaknesses, foibles, mistakes, and inclinations of the times are pleasantly and sharply ridiculed. Everyone and everything is hit squarely and without prejudice, and even the travestied page of the BICYCLING WORLD, or as they call it, the CYCLING SPHERE is appreciated by us. The tendency of record breakers in writing accounts of their performances to puff the machine they ride is cleverly taken off. The following scrap will serve as an example of the way these subjects are treated:

"I then wheeled into the road (a splendid road by that excellent firm of contractors, Messrs. Chuckbricks & Leasem, of Makeadam Wharf) my trusty Skying Flood, made specially for me, and supplied at one hour's notice by those eminent makers, Messrs. Fakem & Vamp, of Hampton-le-Wolf. This high class firm (which has now been established upwards of three weeks, and is the only firm of *practical manufacturers* in the

trade) is too well known among riders generally to need any commendation either for themselves or their machines. I may cursorily remark, however, that the Skying Flood, is without exception the strongest, lightest, fastest, safest, easiest running, most rigid, neatest, most convenient, easiest of stowage, cheapest, best hill climber, best on the level, best down hill, best racing machine, and the best roadster ever turned out by any manufacturer;" and so on through many pages, showing up every class of cyclist. The book is really very interesting, and we doubt if any wheelman can read it without finding something applicable to himself.

WE cannot refrain from copying from the sample page of the "Cycling Sphere" (BICYCLING WORLD) the following: "There are some beautifully wooded lanes around St. Suez, and the local club had arranged for our bicycles to be left at the depot while we mounted into a number of private landaus and phaetons which the St. Suezans placed at our disposal; so that we were able to take a drive over the beautifully kept roads surrounding this charming city. Being due in Kallimassawag the following morning, we again boarded the cars, and whiled away the time in polishing up the nickle upon our wheels, which was getting somewhat tarnished from disuse, as well as a little bruised here and there from contact with the sides of the cars, street wagons, and steamboats." How absurd, and yet not unfounded in fact.

A PROJECT for a grand testimonial to John Keen is on foot. The *Tricyclist* says: "No man deserves better of the cycling world than Jack Keen. He always was an enthusiastic wheelman, and followed the sport for love alone for a considerable time, winning several prizes as an amateur, and when he took to the professional business it was with much of the amateur spirit, for no man ever rode straighter or more fairly, or thought more of the credit than of the 'pieces' than J. K. His plucky and consistent riding won him heaps of friends in the past, and we feel sure they will stand by him now. His desire to win, and to demonstrate that he *was* the champion, took him to a very great extent away from his business, and thus he has not scored so successfully as a manufacturer as he did on the path, and the desire of those who are engaged in promoting the testimonial is to secure a handsome sum for the ex-champion, as some recognition of the services he has rendered to the sport of cycling. Amongst

the London public "Jack" is an immense favorite, and numerous amateurs (prominent amongst them being H. L. Cortis) have profited by the "old horse's" experience and advice. As a flier on the road, Keen is still a champion, and we feel sure that the votaries of every section of the sport will assist in making the gift worthy to be presented by lovers of cycling in the United Kingdom to one who has always ridden straight and true in its interests.

We will receive and forward any sums that Jack's friends in America wish to subscribe.

It cannot be too well borne in mind that a man descending a hill on a bicycle legs over the handles is without the pale, legally, in the event of any accident occurring. Even a jury, not entirely anti-cycling, would give against a man who came to grief, or brought others to a like predicament, under these circumstances. The principle upon which all traffic is worked is that any vehicle or animal can be stopped at once, and a man descending a hill "legs over" must do so at his own risk.

AN English firm has reproduced Mr. Bidwell's tire heater, and is offering it for sale. The cut used in the advertisement is an exact duplicate of that which is given in our paper. Mr. Bidwell's rights in the matter are ignored.

COL. ROBERT A. HEBBNER, of New York, has filed an application, through his attorneys, for a patent of an improved bicycle hub which renders the wheel more accurate in its running, and enables an owner to repair or reset dislocated or broken spokes.

THE New Year saw the birth of a new cycling establishment in Philadelphia at 1,539 Race Street. Mr. George D. Gideon, the well known and widely respected wheelman has started this venture, and he will have the assistance of Mr. Abram G. Powell, who will manage the business. A line of bicycles and tricycles and a stock of fire-arms will be carried. We commend the new house to the attention of wheelmen, and we hope for them an unbounded success.

MR. WILCOX announces a new speed gearing for the Facile. This will be an important improvement on the little machine, and may bring it to a point where it will leave the other safeties behind. We shall look for the new gear with interest.

#### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Springfield v. Boston.

Editor *Bicycling World*:—Will you kindly allow me the satisfaction of working off a little indignation by replying to

the article of "Boston" in your issue of the 19th?

The writer of that pretty little piece of gush need not have stated that he is one who takes no interest in racing. His whole article beams with the fact, and his statement is as superfluous as is the motive which prompts the schoolboy who prints beneath the drawing on his slate "this is a horse." One can but admit, and be fair minded, that the side of cycling to which "Boston" leans,—the runs, tours, and social rambles for which the Boston and Massachusetts clubs are so famous, is an exceedingly attractive one; at the same time there are those who derive just as much satisfaction and enjoyment from witnessing or participating in the racing. Moreover, they are men whose social standing, business abilities, and literary attainments are on a par with those of "Boston," whatever his may be.

There is great rejoicing in this little inland city of Springfield that "Boston" is willing to allow us all the honor attached to our race meeting, if our shoulders are "large enough to bear all the scandal that goes with it." It may be true that "the time is not far distant when it will descend as low as horse racing and base ball, and the pool room will ring with bets on the favorite," but when it drops down to that notch the Springfield Club will not be running race meetings, for their time can be used to far better advantage. The meet of 1883 was as clean as we could make it; we lost money, and lost it honestly. The meet of 1884 was as free from objectionable features as any gathering of that nature, size, and make-up could be; we made money, but made it honestly and fairly. Despite the contemptible slurs of "Boston," the English amateurs who raced here were not hired to do so. We point to no record of money made or lost, nor are we united for purposes of money making. All summer did we plan and work that our meet might be a success, not only financially but in every other respect, and our labors were rewarded by gains sufficient to pay the debt incurred by last year's failure, by the evident satisfaction displayed by the thousands who thronged our park, and by the hearty congratulation of wheelmen present. Notwithstanding the fact that the meet of 1883 was dubbed a "circus" by the official handicapper and referee for that year, we still feel that we, in common with others, have the right to exist and to run race meetings clean, and free from pool selling, and without hired amateurs—but race meetings without—for the satisfaction of those who enjoy them, and for our own pleasure.

It is to be hoped that "Boston" will bear in mind that the Springfield Bicycle Club has nothing to do whatever with the Springfield Wheelman's Gazette, that whatever discussions may go the rounds relating to cycling centres or any other subject, the paper is published by individuals, not the club, and that every club

member subscribes and pays for his paper the same as he would for the BICYCLING WORLD.

I regret, Mr. Editor, that "Boston" had not the manliness to append his name to his article instead of hiding behind a nom de plume, for while it is always pleasant to know who one's friends are, it is also sometimes desirable to have a feeling of certainty about the author of such broad statements and slanderous misstatements.

SANFORD LAWTON.

SPRINGFIELD, MASS., 27 December, 1884.

#### The Bermuda Tour.

ALL members of the Bermuda party are invited to dine at the up-stairs café of the Astor House, New York, on Thursday, 22 January, at twelve o'clock, in order that they may make each other's acquaintance. After dinner tickets for the voyage will be given out, and they will then proceed in a body to the steamer. All are advised to have their luggage on board before dinner. Those who do not care to take dinner at the Astor can procure their tickets at Leve & Alden's, 207 Broadway, where their names will be found registered and berths assigned any time previous to the sailing of the "Orinoco." Wheels should be carefully crated and properly directed to steamer "Orinoco," Pier 47 North River, New York. All who have not yet secured their berths should write at once to Leve & Alden, saying they intend to be in the party, and desire best berth remaining unsold; after which they will please notify me that they acted on the above suggestion.

F. A. ELWELL.

PORTLAND, ME.

#### Buffalo.

SINCE the desertion from the ranks of the Buffaloes of "Skinney," that good fellow and enthusiastic wheelman, who is mourned by all of us, the doings of the Buffalonians has had no place in your columns. The last road run of any account was on 16 November. That morning, at 6.30, Messrs. George, Ehrlich, and Bull left Buffalo for an all day run east, with the intention of looking over the ground for the Big Four tour. The day was fine, and the roads in excellent shape. Taking the direct road for Batavia, the first stop was made at Bowmansville, the proprietor of the hotel at this place making the sage remark, "that if more of the country boys rode them things the roads would be better." From Bowmansville to Mill Grove the road was fairly good. At the latter place the party were joined by Messrs. Haynes and Adams, who had ridden from Buffalo without a dismount. After a long rest and a hearty breakfast, the road was again taken for Batavia, forty miles, passing through Crittenden and Corfu. The party laid up at Batavia for another rest and an excellent dinner. As there was



no response to, "Where in — is B," the form of roll-call so often heard by the Chicago tourists this summer, the party wheeled off without the "Grasshopper." The road between Batavia and Rochester, thirty-four miles, was very good, — with the exception of one stretch of about ten miles, which was very sandy. Messrs. Adams and Haynes arrived at Rochester about 6 P. M. seventy-four miles — actual riding time, 6.20. — Messrs. George and Ehrlich coming in shortly. The time made by Messrs. Adams and Haynes is remarkably good for this run, and has never been beaten to our knowledge. We have been enjoying fine sleighing until the thaw of a few days ago, which cleaned the snow off. The boys were quick to take advantage, and this morning we saw on the Park roads C. K. Alley, on his Expert, with skates in his pockets, making for the Park Lake, where he was joined by Prof. Richardson, our worthy bugler. Deacon James, our long-distance rider, was out trying the Kangaroo, which Messrs. Bull & Haynes have lately put in stock. The Deacon says that's the wheel for him. There were several others out, and, altogether, the Park looked quite lively for a cold, blustery day.

Hersey Hall is at present the loafing place of the Buffalo cyclists. At almost any time, you will find several of the boys looking over the novelties, or discussing the merits of this wheel or that. Bull & Haynes are very conveniently located, and do everything in their power to make it pleasant for visiting wheelmen. In addition to their show room and office, they have a commodious riding hall and repair shops in the building. Mr. E. N. Bowen, the ingenious superintendent of the repair shops, has just turned out a new home trainer, with a cyclometer attachment which rings a bell at the end of every mile. It also has a spring balance with scale on the brake, by which the amount of resistance may be accurately determined.

The firm have offered a prize to the wheelman making the fastest mile on the trainer in the next twenty days. Buffalo wheelmen are unanimously in favor of having the next League meet here, and will do all in their power to make the meet a grand success. We have more miles of asphalt pavement than any other city in the country, with the exception of Washington, and about twenty miles of park road. Our beautiful park system is open to cyclists without a single restriction. The boys are also discussing with favor the Big Four tour, the grand aggregation of allied cities. For further particulars see small bills, or apply to Long Lon, or any other member of that blank Boston gang. S. S.

#### The Safety Race.

The six days' professional contest of eight hours per day, divided into running times of from 12 to 3, and 6 till 11, came

to a close on Saturday night, 20 December last, when Birt, of Northampton, on a Rudge Safety, proved the winner, having placed 630 miles 5 laps to his credit in the forty-eight hours. The course was a peculiar one, and one not over favorable for cycling purposes. It reached the full length of the Aquarium and across each end, and, in addition to being so narrow as to barely admit of two long-handled bikes passing, the planks were laid longitudinally, and, as they got worn, awkward edges appeared. The height of the course also — eight feet from the ground, and just above the dazzling lamps — rendered it rather inconvenient. Mr. G. Lacy Hillier started the men as follows: —

Name.	Maker.	Size of whl.	Geared.
D. Garner	Rudge	36	56
S. Vale	Rudge	38	58
W. Armstrong	Rudge	38	58
T. Birt	Rudge	38	56
R. James	Royal Mail	38	56
A. Hawker	Club	40	64
E. Weston	Rudge	42	56
C. Drury	Bayliss & Thomas	35	46
J. Keen	Rudge	40	52½
D. Stanton	Facile	44	level

Keen retired the first day, and James and Stanton the second. The score at the finish was as follows: —

Name.	Laps.
Birt	630 5
Weston	627 0
Vale	616 5
Hawker	540 1
Drury	522 2
Armstrong	362 7
Garner	310 3

The Kangaroo did not enter. The highest score the first day was 107 miles, 6½ laps in eight hours, with three hours' rest. This is not so good as Smith's road-record of 100 miles in 7h. 11m. 10s.

#### Safety Bicycles.

I. At the request of the WORLD, which accredits me with knowing something of the subject, I proceed to jot down some notes on the evolution and progress of "safety" bicycles. If I mention the Facile now and then, it is because that is really the central figure in the group; if I forget myself, and "talk shop" a little, what I thus say will be duly salted, and can deceive nobody; even if I show some positiveness, it may be remembered, in extenuation, that I have not just this moment jumped on the subject and bolted it whole, like some of the callow inventors who enrich the Patent Office with abortive bicycle devices. [Here is a man this very day, sending me a pencil sketch, and wanting to know what I think of his new safety bicycle. This reminds me of a story: somebody asked Thackeray, or Sala, or somebody else, "What do you think of Tupper in England?" "Sir," was the answer, "In England we don't think of Tupper."]

It may perhaps surprise those who look at the "Kangaroo" as a new thing, and as the pioneer into a new field of ideal perfection, to be told that the "safety" bicycle is only less old than the bicycle itself. The "bone-shaker" — that is, the old Draisine with cranks, succeeded a marvellous series of three and four-wheeled velocipedes (more *pedes* by far than *veloci*) which piled up cranks, ratchets, gears, foot-boards, levers, straps, etc., in an insane defiance of the law of simplicity, and in an apparent faith that complexity is perfection and that a thing would "go" of itself if it only had parts enough and was heavy enough. Out of the bone-shaker grew the bicycle. To put the rider over his work required a larger wheel, that he might have leg room under the handles; to enable him to reach the saddle without running up alongside a fence, the rear wheel was reduced; thus came the bicycle, in every essential feature the same to-day that it was when the first specimens reached America as part of Centennial goods in 1876. With the practical bicycle came its inseparable dangers, — which no ingenuity in detachable handle bars and vibratory springs and saddles can ever more than modify — and it was only a little while before invention began trying to remove them. Mr. Hillman — by inference, though not in positive terms — claims to have been the pioneer in this line, in 1870. This claim, be it much or little he means to make of it, is invalid. The honor, as far as I know — and if I am wrong, somebody will rise to correct me — belongs to the Facile, which was invented not later than 1877, and possibly in 1876. This comes in proper place here as a bit of history, but will be reached again, further on.

Here I may say, (as my own impression, not of actual knowledge) that the Facile was intended only for the personal need of its inventor, and was patented out of an idea of duty. Through 1879 and 1880 it was made in a small way, with no thought of its being more than a safe and slow "cob" for timid and elderly people. In 1881, it came into the hands of its present pushing owners, who saw that safety is only one of its remarkable qualities, and pluckily began demonstrating what it could do. Its first performance was twenty-five miles in September, 1881, followed by its first twenty-four hours race in September, 1882. This last created a furor, and began a series of successful and phenomenal performances that have been well kept up since, and are not done yet. Until 1884, it had the field to itself practically (the "Extraordinary" excepted), for the many devices in the safety line came to nothing. That year, the Facile having shown that it has no restricted field, rivalry could no longer keep aloof. Mr. Hillman revived an old device, which he managed so cleverly as to score a sensation, and since then the trade is beset with a "small safety" mania. [This paragraph is not for "blow," — it is history.]

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

WM. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

ON A

59-inch RUDGE RACER, weighing 29 pounds.

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152, 154, 156 & 158 Congress St., BOSTON, MASS.

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RELIABLE AGENTS WANTED EVERYWHERE.







beat three minutes on a good track, and in my mind can do better than that with practice. Keep on working, Van; three minutes is very common nowadays, and a man must get under fifty to be a flyer.

The Chicago Club boys treated us royally, and succeeded in keeping us awake all night, trying to digest the gorgeous banquet that was served up at the Leland House. Burley was around in full force, and fairly surrounded the party from St. Louis. Burley does so many things at once that he always impresses me with the idea that there are three or four of him.

"Conk" was on deck, jumping up and down curbstones, running over boxes, and even essaying to climb a ladder (with fair success) on a Kangaroo. He is as long ugly, and good natured as ever. The Star can't shoot a corner, Webber. Lay for him on a good track. Chicago has a promising fancy rider in Mr. Bennett. He has several original tricks that "acquire the confection."

We understand that Corey is coming out to this benighted region soon. Bring your wheel, Harry, and we'll show you one or two hills.

Your Peoria correspondent is a little off, when he says that we lately invited them to come down and be "done up." We expressly stated that we would do all in our power to make them have a good time (merely wishing to show them some of our hills).

I don't think that St. Louis has ever been discourteous enough to run away from visiting wheelmen, unless they expressly desired it, and on one occasion that I know of, they did not, even when the visitors desired it. Eh! Louisville. Not because we could not, you know. Oh, no; but we did not want to.

It's the Chicago boys' turn to come to St. Louis now. We have the best track in the United States. The track is good for 2.37; all we want is the men. We are trying hard to work up a race meeting for St. Louis next year, but it's slow work.

#### Cyclist Xmas Number.

In the Xmas number of the present year the well-known house of Iliffe & Sturmeys has completely outdone itself. Its illuminated cover is well executed, and shows the English and American flags in close union. The text is written as a report of a cycling camp to be held sometime during the millennium, written by Faed and Titanabungo. It is full of personal bits and allusions, many of which will be better appreciated in England than over here. The illustrations crowd the number from end to end. The cartoons are well drawn.

The exhibition tent contains portraits of Mr. John Harrington, the Starleys, Bayliss, J. Thomas, W. H. Herbert, George Singer, J. H. Dearlove, E. Mush- ing, W. Hillman, G. B. Cooper, J. White,

M. D. Rucker, Walter Phillips, A. Ridges, Adam Burdett, J. Devey, George Townsend, and other well-known manufacturers.

The racing cartoon has portraits of G. P. Coleman, G. Lacy Hillier, George Smith (on a Kangaroo), Henry Sturmeys, Corsellis, H. J. Webb, A. J. Wilson, R. Cripps, Ebsworth, English, W. Brown, Speechly, Gaskell, Collier, and many more.

The legislative tent has portraits of R. Todd, H. Sturmeys, Letchford, H. T. Whorlow, A. J. Wilson, W. B. Tanner, H. N. Corsellis, G. L. Hillier, J. W. Benningfield, Viscount Bury, Major-General Christopher, Wallis-Roberts, Pem Coleman, C. W. Coe, F. P. Low, and McCandish.

#### CURRENT CALAMO

This is the way the *Xmas Cyclist* sees up the visiting Englishmen:—

Cockney Doodle went out West,  
The Yankees to canoodle;  
He stuck his medals on his breast,  
And called out "cock a-doodle!"  
The Springfield Club had offered him  
A check for his expenses,  
But Hendee licked him out of hand,  
And Hendee 'd his pretences.  
Cockney Doodle-doodle-doo,  
Cockily Doodle bore him;  
Yankee Doodle slipped right through,  
And carried all before him.  
Sandy Sellers then went out  
(Sandy's not a noodle);  
He put Hendee's meerschaum out,  
Busted Yankee Doodle.  
Herbert, Bob, and Keulen took  
The starch from Yankee collars;  
Herb. and Ru. brought value home,  
Howell fetched the dollars.  
Yankee Doodle doodle-doo,  
To beat John Bull inclined him,  
Sandy Sellers toddled through,  
And left 'em all behind him.

"THE WHEELERIES" is the name given to the building in which will be held the Stanley show.

"ANTI-HUMBLED" the writer who has been on a crusade against the C. T. C., carried his ideas into the half-yearly meeting, and was buried under a vote so large that it amounted to a complete squelching.

SINCE the great international wheeling tournament at Turin, Italy, the sport has made rapid strides, and clubs are being formed in all the principal towns, while several race meetings have been held with genuine success. A wheeling union is being successfully organized by the Italian clubs, but the great topic has been the old amateur vs. professional question. The Continent is, however, not wrapped up in amateurism, and the prizes consist of money, trophies, cups, medals, scarfs of honor, in fact, all suitable prizes for the occasion; and this is the course adopted by the Italian Wheeling Union, so that there will be no bother as to the

wheelman's status, and all will be on an equality. A track is about to be constructed at Turin, and its opening will take place early in the forthcoming season, which will be an affair on a gigantic scale, again under the patronage of royalty.

Ed. T. Brown, B. B. Ayres, and J. S. Gibson will have a slow race at Chicago 9 January.

"THE SPALDING" is the latest wheel. It is made by Hillman, Herbert & Co. for A. G. Spalding & Bro., of Chicago.

It is reported that a new cycling paper is shortly to be published at Chicago, Ill. The manufacturers must receive this announcement with horror. There are about a dozen such publications, and, as their circulation is necessarily limited, they must, of course, live upon the advertising patronage of the wheelmakers and dealers, who, by the way, stand a good deal of this sort of thing. They are to be pitied. — *Sporting Life*.

MR. HARRY HEWITT GRIFFIN has been engaged as editor for the *News*.

"THE Bicyclists' Indispensable for 1885" is in press.

It is intimated that Egan, of New York, is not going to New Orleans, but for a custom-house office.

THE Pope Manufacturing Company will subscribe \$100, and Stoddard, Lovering & Co., \$50, towards the fund to entertain the League at Buffalo.

RUDGE & Co., have had a standing challenge in the cycling press for a contest between their safety machine and that of any other make. It has now been accepted by Mr. A. P. Engelhart, who rides a Facile, and will be run during the first fortnight in February.

THERE came to us with the New Year a beautiful mechanical calendar which graces our desk, and for which we are indebted to A. D. Claffin, Esq.

THE Racing Board, L. A. W., has voted to reinstate Cola E. Stone, of St. Louis, as an amateur. Mr. Stone was unwittingly led into a contest with a professional. He was immediately suspended by the Board, and an investigation was made. After a full and free inquiry the Board has found that Stone was in no way to blame, and they have voted to reinstate.

THE Big Four tour management, consisting of Messrs. Fred G. Bourne, Geo. R. Bidwell, Fred Jenkins, and Frank H. Taylor, of New York; E. G. Whitney, of Boston; J. W. Clute, of Schenectady; G. H. Orr, of Toronto; W. G. E. Peirce, H. F. Fuller, J. P. Maynard and B. B. Ayers, of Chicago; and W. S. Bull, of Buffalo, meet at the Genesee Hotel, Buffalo, at 9 A.M. the 18th of this month, to perfect arrangements for the tour. Incidentally

there will be some business transacted, but there will be ample time to meet any members of the old Niagara to Boston party, or other friends of the tour who might happen around.

GEORGE M. HENDREE has been made a life member of the Springfield Bicycle Club. There are but three others who can boast of this honor.

THREE members of the Citizens' Bicycle Club made a cycling run of thirty miles through the snow Sunday, 28 December.

PRESIDENT HENRY W. WILLIAMS of the Massachusetts Bicycle Club has covered 13,179 miles on a cycle since 1880, as verified by a cyclometer, an average of over 2,600 miles a season, divided as follows: In 1880, 607 miles; 1881, 3,060 miles; 1882, 3,359 miles; 1883, 3,453 miles; 1884, 2,500 miles. The record is complete up to 1 January.

So far as heard from, the honor of the first road ride in this part of the country for 1885, belongs to the Boston Club and the C. T. C. "Papa Weston" having ridden on the 4th inst. from Dorchester to Squantum and back, a distance of ten miles. The roads were rough and frozen into hard ruts, and except on the most travelled portions, the sidewalks alone were rideable with any degree of comfort or safety.

WM. READ & SONS have certainly got two high quality and popular machines in the "Royal Mail" and "Kangaroo"; each also holds the fastest 100-mile road record for its class.

#### RACING NEWS

At the Institute Rink, 1 January, the chief event of the evening was the race between Stumcke on the bicycle and Skinner on the rollers. Skinner had ten seconds the start, and he kept ahead till the sixth lap. But Stumcke won his laurels by a very narrow shave. The race was for \$50 a side. Stumcke's time was 3.15 and Skinner's was 3.25. Thomas Holden acted as referee and official time-keeper.

WOODSIDE is out with a challenge offering to race Prince five races at 10, 15, 20, 25 and 50 miles for \$500 a side and the championship.

THE Chicago Bicycle Club is to give a wheel tournament in the Exposition building, 22 February.

PRINCE defeated Woodside in a ten-mile race at the Chicago Casino rink 30 December. The track was small, and the time was therefore slow.

#### WHEEL CLUB DOINGS

THE Kansas City Bicycle Club held their usual weekly meeting at the club-rooms, corner of Sixth and Broadway, 24 December. The president, Dr. G. L.

Henderson, occupied the chair. Nineteen members were present, including Dr. Henderson, president; Captain Chas. Ellis, and Secretary, C. H. Macmillan. A number of visitors were present. After the business meeting a sumptuous oyster supper was served. Mr. H. P. Jalonack proposed the health of Mrs. Dr. Henderson, which was received with great applause. Dr. Henderson responded to the toast in a few well-chosen words, after which Mr. Macmillan proposed the Kansas City Bicycle Club, coupled with the name of Mr. Charles Ellis. Mr. Ellis responded in a brief speech. Other toasts were proposed and responses made. The club was organized 21 August, 1884. They have an 'Xtra, three trikes, and eighteen crank machines.

THE Cambridge Bicycle Club will hold a minstrel entertainment 5 February, at Union Hall.

THE Columbia Club, of North Attleboro, elected officers 22 December, as follows: President, W. E. Lull; vice-president, H. A. Hall; secretary, C. E. Sandland; treasurer, C. F. Kurtz; captain, W. C. Ames.

THE Fort Schuyler wheelmen of Utica, N. Y. had a very enjoyable reception at their club headquarters, Devereux block, New Year's Eve. The reception was given by the club to invited wheelmen from Utica and surrounding villages, and all the guests were highly pleased, not only by the hearty welcome extended, but by the attractive appearance of the club parlors. These are fitted up in very cosy style, with carpets on the floor, the walls handsomely papered and covered with pictures, and with curtains at the doors. The inscriptions "Welcome" and "Happy New Year" were not needed to express the sentiments of the club to its visitors. About sixty persons were present, including the twenty-four members of the club.

The supper over, the wheelmen wished each other a "Happy New Year," and toasts and responses were in order. The toasts and responses were:

Our Guests, Will Wright; Old Utica Bicycle Club, John Lindner, of Newark; Rome Bicycle Club, Walt Nicholson; "Headers," H. K. VanSise; Absent Friends, Pierre White; Fort Schuyler Wheelmen, James Cutler; The Ladies, Hugh White.

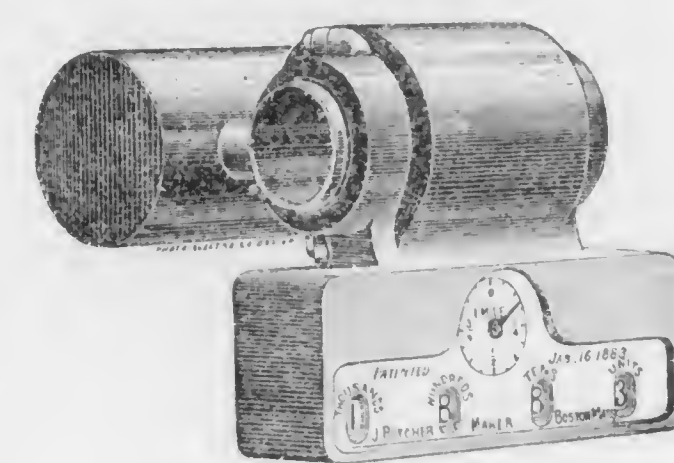
The lady friends of the wheelmen presented them a handsome banneret of black satin, embroidered with the figure of a wheelman in gold.

The officers of the club are: President, Edward M. Glenn; vice-president, Hugh White; captain, Charles H. Metz; secretary, George Bidwell; treasurer, W. T. Damon.

CONSIDERABLE interest is manifested in the next or annual meeting of the Springfield Bicycle Club, Thursday evening, 15 January. The annual election of officers takes place; and as President Ducker has declared his intention of with-

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drawing, the club is a little at sea. Treasurer Fennessy also declares that he will not stand for another year. President Ducker has served three terms; treasurer Fennessy two. The club has lots of capable men for officers, but the holding of the large tournaments means an amount of work, that most men do not care to handle, and to which they cannot devote the necessary time.

THE Citizens' Bicycle Club is shortly to hold a "ladies' night" in its clubhouse.

BLANKS have been sent to members of the Massachusetts Club requesting them to furnish the president with the number of miles ridden by them during the past season, make and finish of machine preferred, age, whether married or single, etc.

THE Louisville Club will hold its first annual hop 14 January.

THE Connecticut Club, of Hartford, is moving into new quarters on Central Row. The rooms are in close connection with Merrill's Café, and wheelmen will always be made welcome.

#### 'CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WILSON, Chief Consul,  
SAVING HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.  
Illinois.—N. H. Van Sicken, 161 Wabash avenue, Chicago.  
Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.  
New Hampshire.—W. V. Gilman, R. C., Nashua.  
New Jersey.—Dr. G. F. Marsden, Red Bank.  
New York.—Dr. A. G. Coleman, Connetquot.  
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—J. A. Cross, Valley Mills, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): W. H. Wetmore, 127 Superior street, Cleveland; A. W. Walworth, 30 Euclid avenue, Cleveland, Ohio; N. S. Bardy, 29 Washington street, Rutland, Vt.; Wm. T. Fleming, 1327 No. Broad street, Philadelphia, Pa.

APPOINTMENTS.—Consul for Orange, N. J., H. S. Barnes, Clarendon Place; consul for Rutland, Vt., J. R. Bates, 5 Church street; Chattanooga, Tenn., Clark H. Horne, 515 W. 9th street.

RENEWALS.—Members are reminded that each will find a renewal blank in his January *Gazette*, on receipt of which the blank should at once be filled out and mailed with seventy-five cents dues for 1885, to the State consul, or to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio, or to the United States chief consul. Renewals will be published in the club *Gazette*, but not in this paper.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
N. B.—Consuls wanted in every city and town in Canada.

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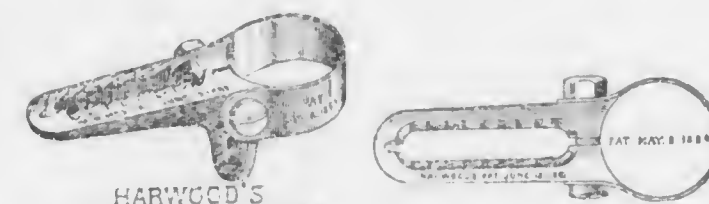
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Harwood's Detachable Safety Step,  
Fits any machine. No screw holes on backbone. In  
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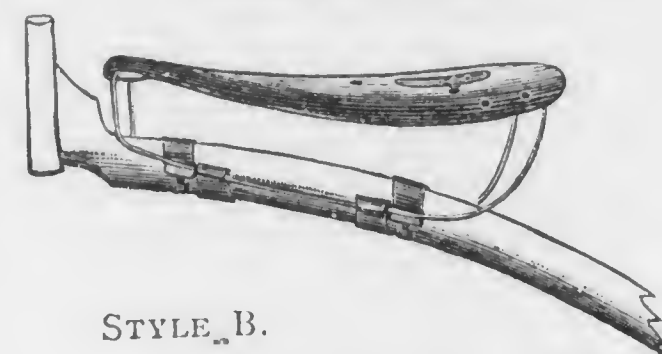
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It has one hundred pages, gilt edge.  
Three hundred selections from the poets in regard to the wheel.  
Three hundred cards or spaces for the autographs of 'cycling friends.'  
Three hundred engravings, illustrating each quotation.  
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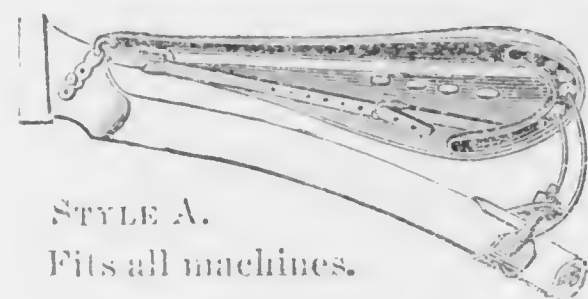
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Sole Agent for the United States and Canada.

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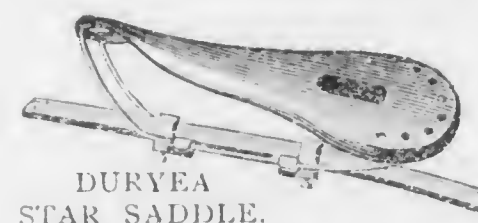


STYLE B.



STYLE A.

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Used also by Hender, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.

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L—Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

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Christmas Number of "The Cyclist."

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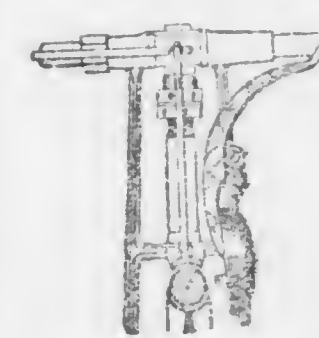
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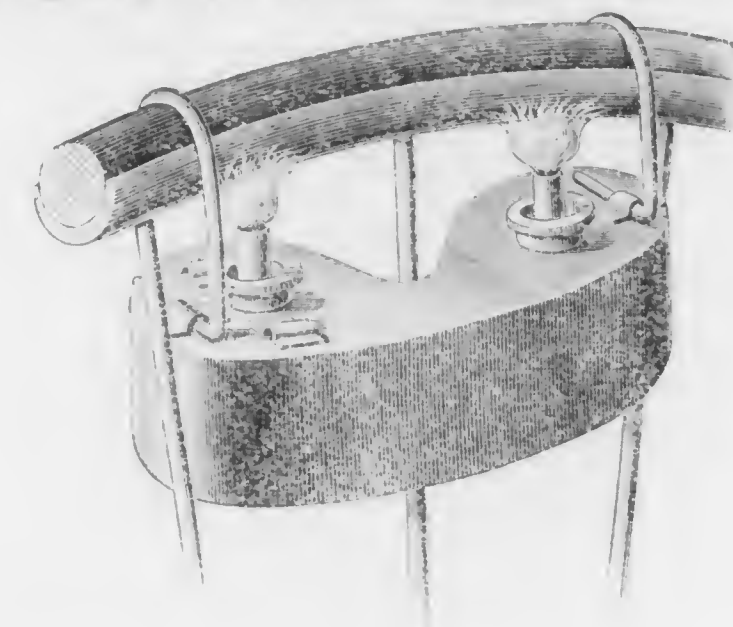
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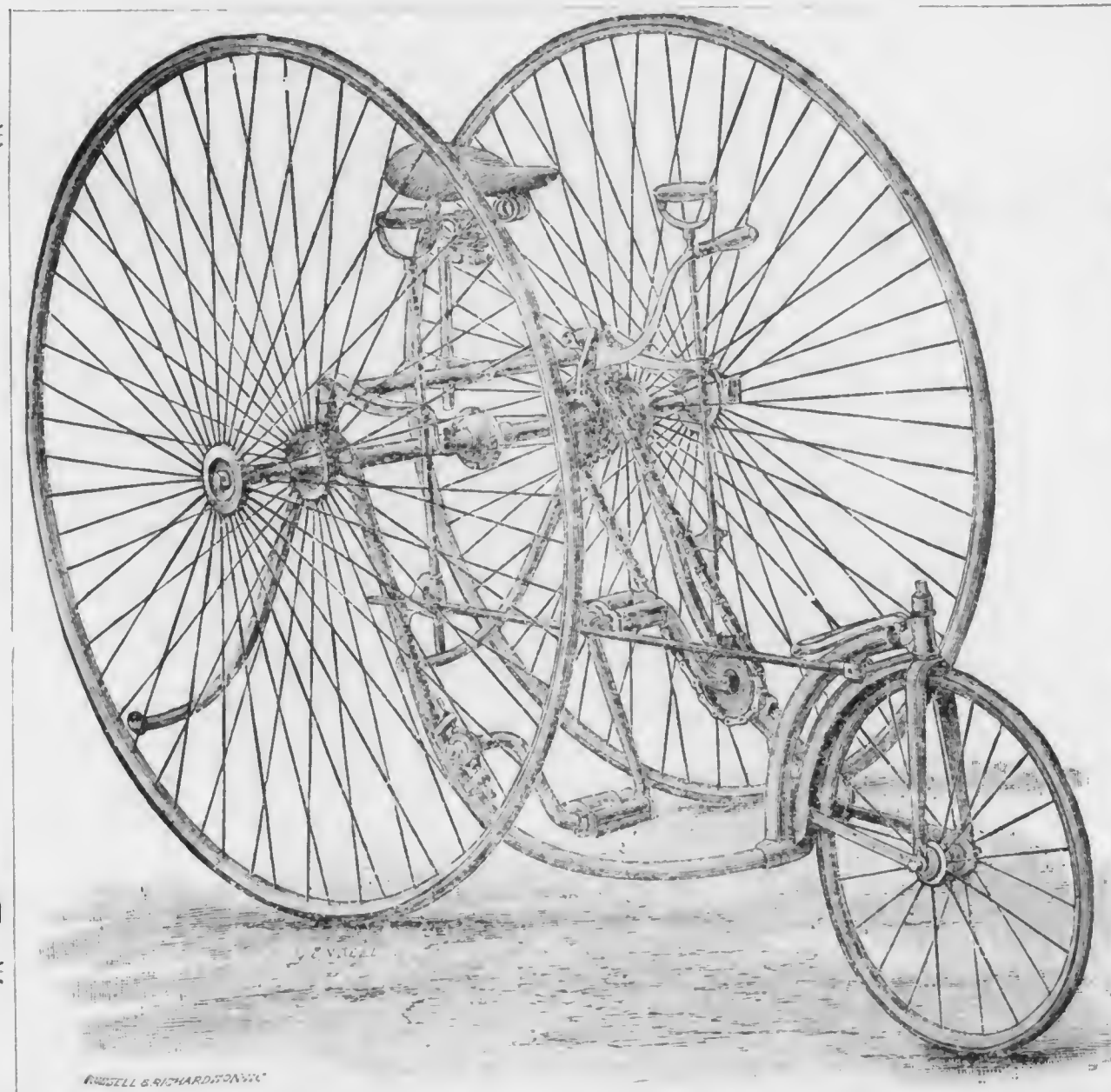
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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

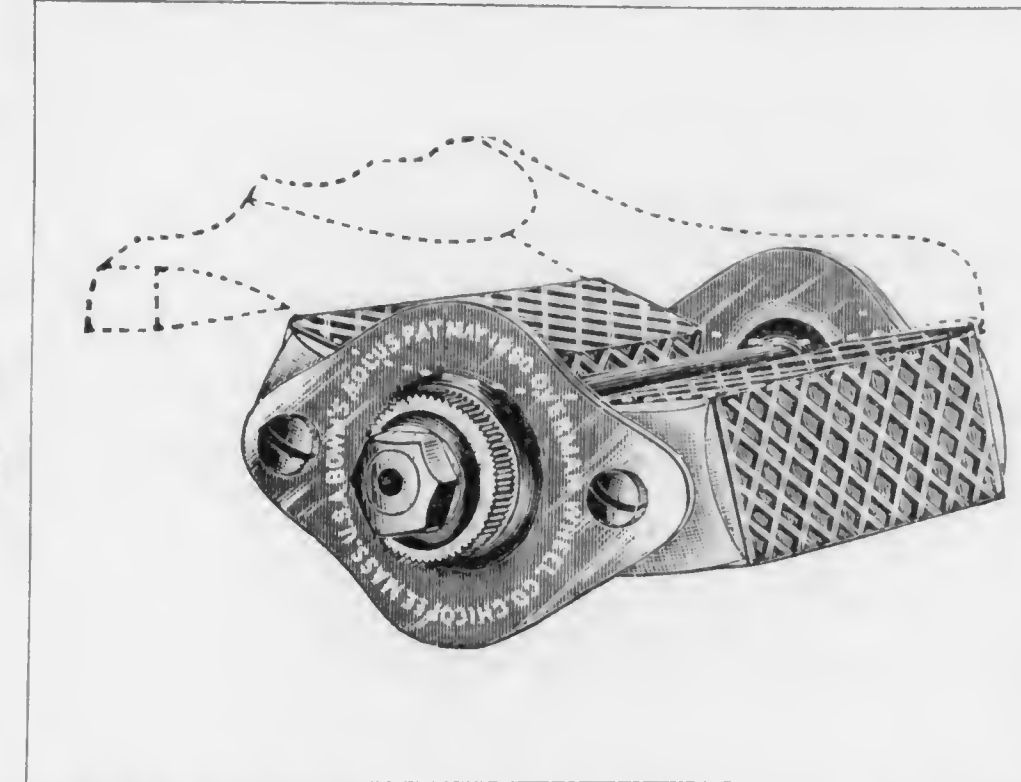
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Number 11.

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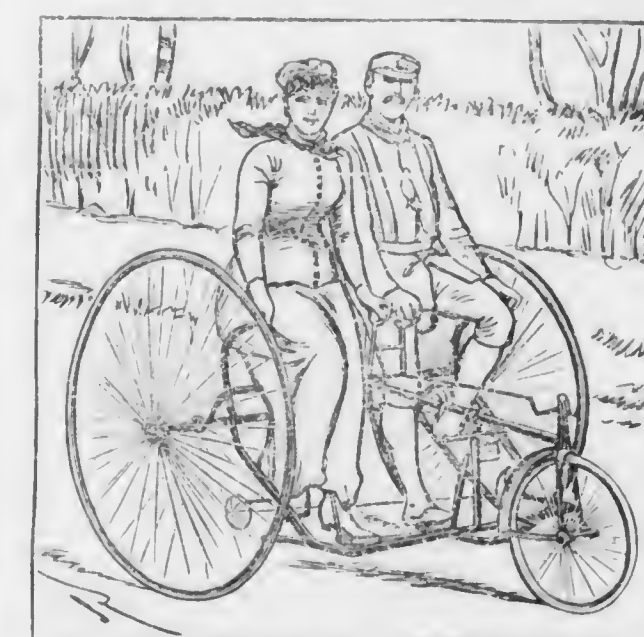
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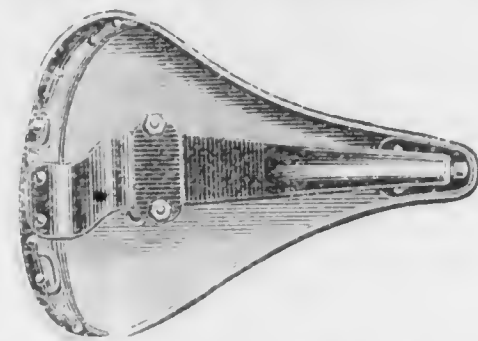
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[ESTABLISHED 1879.]

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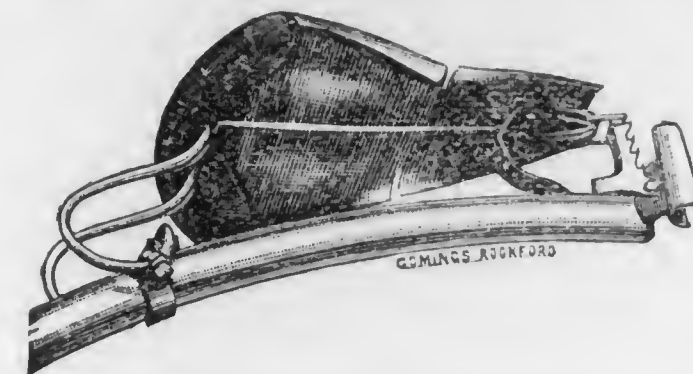
We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

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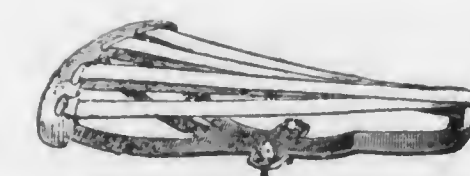
The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-bottomed tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle. A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedalling are exceeded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

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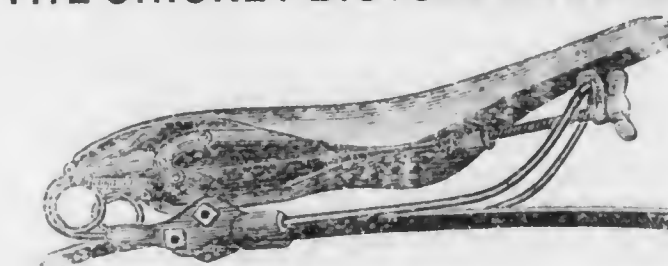


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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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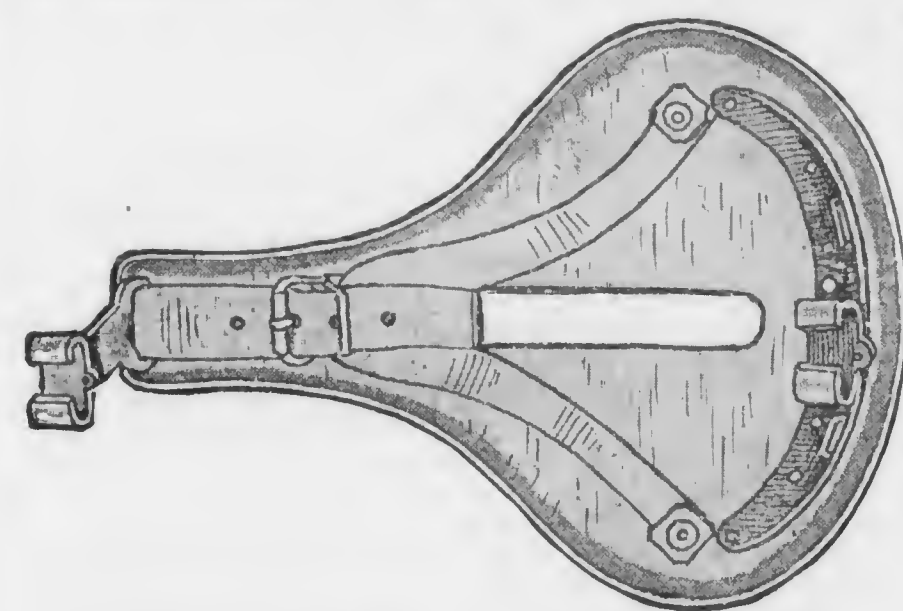


# THE VICTOR BICYCLE

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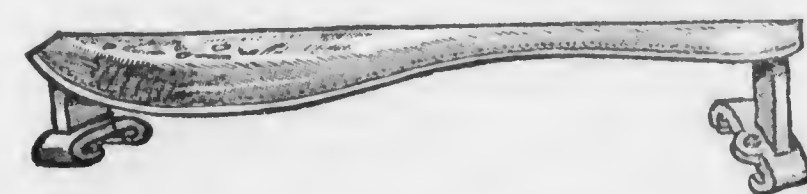
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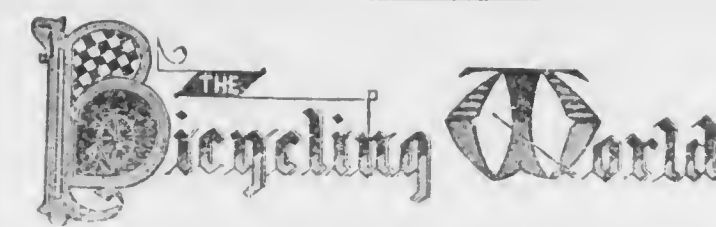
## THE STALL & BURT STAR SADDLE.

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509 Tremont Street - BOSTON, MASS.



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8 Pemberton Square, Room 12,  
BOSTON, MASS., U. S. A.

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Three months "......50

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Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 16 JANUARY, 1885.

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### PEDALS.

A CORRESPONDENT, for whose opinions we have the highest regard, sends us the following suggestion:—

"While you are at it, will you kindly suggest to our leading manufacturers the advisability of having some arrangement for securing the pedals to a machine, that would do away with the 'Slotted Crank'? I have had more falls from loose pedals than from any other cause, and believe that the now almost perfect

bicycle could be improved by a really good innovation in this respect."

The present style of crank and pedal has withstood the onslaughts of time, and the more potent attempts of inventors and makers to evade the patent on the slotted crank. It is true there have been other cranks used, and several safety devices presented, but the experience of the makers seems to have been such that the present slotted crank and usually a plain surface has been retained. So far as we are aware there has been no general demand for anything better or different. We have never used anything except the plain crank, so cannot say from personal experience whether anything different would be better or not.

We have never experienced any serious difficulty from loose pedals, and even when they have slipped, a little extra turn of the nut with a good wrench has sufficed to stop any tendency to loosen. The experience of our correspondent has evidently been different. In a recent race on a safety bicycle, John Keen was compelled to stop twice to have his pedals tightened. If there is really any great inconvenience, which we are inclined to doubt, experienced on account of that which our correspondent complains of, there must be a way to remedy it. Several makers have, by means of a scored surface or by holes, slots, or similar means, attempted to prevent the loosening of pedals, but they have never met with any very wide-spread favor. It is an historical fact that cranks were used with two or three holes for the reception of the pedal pin, but during nearly nine years' experience we have never seen them in use. Their abandonment would indicate that the present style of crank best meets the requirements of bicyclists. If any one has anything better to suggest, let us hear from him.

By a singular coincidence we received a communication from "Mugwump," bearing upon the question after we had penned the above. His letter will be found in another column.

### PROFESSIONALS AT THE SKATING RINKS.

For many years the athletic associations have drawn the line between the amateur and professional, and exercised an influence to keep the two classes apart. Stringent rules have been adopted which prevent the intermingling

of the two classes, and the man who goes into a sport for honor and the love of the thing is brought into contact with those alone who are inspired by the same purpose, and protected from those who engage in the sport to make money. That the system employed is a success the record of years will testify. It is true that there be those who would strike out the amateur rule, and draw only the social line in athletics, and there is some force in the arguments they present, though they are not convincing, and the athletic world holds firmly to the rule and resists all efforts to break it down. The most active force at work against the amateur rule is the modern skating rink. Never before has there been an athletic sport where the amateur rule has been so lightly regarded. We regret to say that the skating rinks are making professionals of the flower of our youth to a degree that is alarming, and if some action is not quickly taken by the athletic associations there will be few amateurs left. The game of polo attracts the young men, and yet it is hardly possible for them to play this game without losing their status. The teams are recruited from the ranks of professional ball-players, skaters, etc., and they play with and against amateurs in rinks where "gate money is charged." New England is going wild over the game of polo. Every rink has a team, many of which play for salaries, and nearly all of which have professional skaters among their number engaged to give them strength. It is safe to say that there is not an amateur polo player who is regularly attached to a team in New England, for if they play for the honor of the thing themselves, it will be very hard for them to show that they have not engaged against professionals in other teams. Again, many of the rinks have costume carnivals, and skating contests in which money prizes are given instead of trophies. The letter files of the Racing Board are filling up with letters of inquiry on subjects connected with professionalism at the skating rinks, and the members have been called upon many times to warn bicyclers from contesting at polo. The League will lose a great many members within a short time if we can see aright for well known wheelmen have been known to lose their status, and they have been requested to withdraw. But, while the League officials



are after the professionals we have seen no action on the part of the athletic associations, and surely the state of affairs would seem to call for action on their part.

We do not wish to be considered as having any organic troubles if we allude to the matter of the League's official *Gazette* once more. The official editor challenges some notice by publicly differing from the majority of the members of the League, and expressing views the fallacy of which we have before pointed out. Unless the objects of the League are kept constantly in mind, it is very easy to wander and become the advocate of methods that cannot fail to defeat the very purposes for which the League was formed. If the League is a syndicate for the publication of a cycling newspaper, let us understand it and have it set forth clearly in the constitution. The members should not longer be misled, but should be told that their dollars are to be turned in this direction. We have no objection to the League having as good an organ as it can, but we regret to see its purposes so utterly disregarded by the advocacy of a policy that will in no way enhance its welfare. Instances may be cited to show that in rare cases a weekly organ will have an advantage, but these are trivial, and sink into insignificance when we meet the organ question on a broader platform. We must have no more than we can afford. We cannot afford a weekly, and, until we grow richer, a monthly will serve us well.

Two wet-goods merchants were overheard discussing business matters. "I shall be more successful than you," said Mr. Russet, "for I deal in cider, and I give a customer a gallon for a quarter." "That is all very well," said Mr. Roderer, "but my customers prefer quality to quantity. I get two dollars a pint for my champagne, and I flourish." At the end of the year Mr. Roderer moved into a brown stone front, and Mr. Russet went to the poor house. The moral lies in the application.

It is not very often that we are favored at this time of the year with such good roads. In the early part of this week we found some of the highways in grand condition. A fifteen-mile spin in the cold bracing air of January is a treat to be

appreciated, and when found, made a note of.

We hope the C. T. C. committee on danger signs will make arrangements for the distribution of the signs in the early spring. There is probably money enough subscribed already to secure the production of the signs, and we doubt not, if the signs are furnished by the C. T. C. that they will speedily be erected by interested wheelmen.

CODMAN HILL, by the way, which was in such a dangerous condition, has been resurfaced, and is now as smooth as a floor and as hard as granite. A danger sign should, however, be erected at its summit, as it makes a dangerous turn, which might lead strangers into difficulty if descended incautiously.

#### CORRESPONDENCE

(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)

First in 1885.

*Editor Bicycling World:*—Seeing in the *WORLD* a statement that "Papa" Weston had made the first bicycle road trip this year, so far as heard from, 4 January. I am impelled to remark that on several occasions between Christmas and the present time, I have used my bicycle between my place of business in Boston and my home in Chelsea, and on Friday, 2 January, I rode over in the morning and back at night on my machine. H. B. HASTINGS.

C. T. C. in the Park.

*Editor Bicycling World:*—As I have been applied to several times as S. C. of the C. T. C., of New York, relative to removing restrictions upon them from riding in the Park, while local clubs alone enjoyed the privilege, I feel called upon to express my mind in a few words through the *BICYCLING WORLD*. I am rather surprised that any one would think that out here in Western New York I could use any influence that would secure rights to C. T. C. members for the use of the Park. A remedy suggested itself, and I sent it to Mr. Thomas Ormiston, 7 Nassau street, viz.: For C. T. C. members resident in New York to organize a club that would embrace more particularly members of that organization. They could claim, and should receive, the same privileges as other local clubs. From the tone of a letter Mr. Ormiston has just sent me that was received from my friend Frank Eagan, Esq., I am led to think that the local clubs object to such an ar-

rangement, and are not willing to share their "little snap." I can hardly believe the feeling is general, however, and hope that very soon the Park will be open to all riders who will not abuse their privileges.

A. G. COLEMAN,  
State Consul C. T. C.

Hazleton to Bermuda.

*Editor Bicycling World:*—Honor where honor is due. What place can beat the record of the borough of Hazleton, in the Pennsylvania Lehigh coal region? Two-fifths of its wheelmen go on the Bermuda tour. Taking American cycles to British soil may be carrying coals to Newcastle; but the Pony Star and Expert Columbia will show to advantage, ridden by Dr. W. H. Hertz and A. L. Phillips. LOCAL.

C. T. C. Applicants.

*Editor Bicycling World:* I would like to say one word to N. Y. S. applicants to the C. T. C. In each and every case I have sent the name of applicant to the *BICYCLING WORLD* for publication by the next mail after its receipt. The second of every month I send every application and money to Frank W. Weston, United States consul C. T. C.

If names are not published or tickets and badges received, it is not my fault. This is to answer numerous inquiries received, such as "Why don't I receive my ticket or badge?" I am led to think that renewals will fall off, if tickets and badges are not received more promptly.

A. G. COLEMAN,  
State Consul C. T. C.

"Reductio ad Absurdum" in Hotels.

*Editor Bicycling World:*—I regret that your summary of American wheeling progress in 1884 (printed 2 January) kept far in the background the two events which the future historian will push prominently into the foreground as the two most significant and distinctive tokens of progress in that year (I mean modest man that I am!) my own trip to Bermuda, which resulted in the abolition of our atrociously unjust custom-house regulations, that were practically prohibitory to international touring by wheel; and I mean my own demonstration that there were 2,200 wheelmen here who were enthusiastic enough to pledge a dollar apiece to insure the publication of an American road-book.)

But I do not write for the sake of expressing my regrets at these errors of perspective, which I (as an entirely disinterested observer of affairs so closely connected with myself!) can clearly see, will stand properly corrected in the cold light of history. I write rather for the sake of expressing congratulations upon the review, as a whole, and especially upon that part of it where you take a whack at those misguided persons who think they are doing a good service to "the cause," when they endeavor to con-

vince the hotel-keepers that touring wheelmen are poverty stricken and penurious. Let me ask you to print again those words which were so pleasing to me, — since the only effective way for an intelligent minority to drive the stupid majority over to the side of reason and common sense is to keep pounding away at them everlastingly with the sledgehammer of truth. I quote from your paper, 138, 140:—

"The methods of the C. T. C. and L. A. W., in the direction of hotel appointments, are, to our mind, all wrong. In this matter, the two organizations are pulling on one string, instead of dividing their labors. Each is trying to secure hotels at important points that will make reductions to wheelmen. To our mind, we say again, this is all wrong, and we hope to see the time when wheelmen will pay the regular rates, and, through the influence of the societies, get increased attention, and special privileges. Reduction in rates too often carries with it reduction in fare. . . . A recent conversation with a returned traveller from England has led us to think that reduced rates at the C. T. C. hotels there bring reduced fare and privileges, and the best hotel in a place is not usually the club headquarters."

Now, though most of my published utterances are restricted to the presentation of facts, I feel as if it were my duty, in regard to this hotel question, to proclaim my opinions as often as may be for the improvement and possible conversion of those non-touring wheelmen who mistakenly suppose that anything is really gained by a pretended "reduction of rates." There is no such thing in this world as "eating your cake and having it too"; and any apparent reduction of ten or twenty per cent which a hotel-keeper may make from his ordinary prices, means a real reduction by him of twice as great a percentage in the accommodations which he supplies for the money. Having visited more hotels with my wheel than any other man in America, I may be fairly allowed to know something about this subject; and I know that the prayer of every really active tourist is for better and higher-priced hotels rather than for cheaper ones. If you can spare the space to reproduce again what I have already printed in your paper and elsewhere on this sad subject, I shall be glad to have you. By the bitter memory of many bed-bug bites, I warn every tourist to patronize the highest priced hotels within his reach, and to shun, as he would shun a pestilence, those hostleries which announce a "reduction of rates."

As I am afraid the present officers of the League are not likely to be led by my preaching into the adoption of a proper policy towards the hotels, it occurred to me, when I read your remarks about the C. T. C. maintaining the same mistaken policy, that perhaps the *BICYCLING WORLD* (from its friendly relations with the American manager of the latter organization) might, perhaps, have power to persuade the C. T. C. to adopt that proper

policy which has for years been consistently advocated in its columns. Surely, if the C. T. C. could print a list of American towns where the proprietor of the highest priced hotels had agreed to give the best accommodations to wheelmen, and *not* to "reduce his rates," it would, to that extent, at least, confer a genuine favor upon tourists.

After all, however, it is possible that the work which these societies cannot or will not do, may be, in good part, done by my own scheme of printing "an alphabetical list of the towns at whose chief hotel a copy of 'Ten Thousand Miles on a Bicycle,' can be consulted." I have secured nearly a hundred such subscriptions already, and I shall be grateful to any local wheelman who will persuade the highest priced hotel of his town to add its name to my list. If urgent advice on my part can have any effect upon the landlords who buy my book, tourists can rest assured that, at those hotels, at least, they will not be assigned to "sky parlors" and "cold victuals," as an offset to a pitiful "reduction of rates." KARL KRON,  
WASHINGTON SQUARE, N. Y., 10 January, 1885.

Orange, N. J.

EIGHTY-FIVE opened well for cycling in the Oranges (N. J.). Nearly every day to the tenth, the roads have been rideable, though twice quite heavy. New Year's Day a number of wheelmen were out, and a few ladies, though the riding was at best but fair. There are a few adventurous riders whose wheels are always ready, and who get out if the thermometer gets much above zero. Some road records and a decided increase in the number of riders, particularly ladies, may be looked for.

Recent Patents.

THE following list of patents, recently issued in connection with bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street Boston:—

No. 309,086. Bicycle. L. C. Perkins, Philadelphia.

No. 309,109. Velocipede. Sydney W. Taylor, Newport, R. I. Has one large driving wheel and four small wheels.

No. 309,325. Tricycle. Geo. T. Warwick, Springfield, Mass.

No. 309,355. Velocipede wheel. E. C. F. Otto, Peckham, England. Has three sets of tensional undulating elastic steel spokes.

No. 309,607. Tricycle. F. W. Bossmer, Hamilton, Bermuda.

No. 309,740. Velocipede. Henry Racine, Chicago, Ill.

No. 310,540. Velocipede. Charles E. Pratt, Boston, Mass., and Albert E. Wallace, Hartford, Conn., assignor to the Pope Manufacturing Company. A variable speed gear mechanism.

No. 310,548. Velocipede. Robert Van Malkowsky, New York city.

Dr. Tyler's Record.

DR. N. P. TYLER, of the New Haven Bicycle Club, and chief consul for Connecticut, has the following road record for 1884. Total number of miles ridden 5,009. Total number of riding days, 287. Longest straightaway, 130 miles, made 20 October, between New Haven and Boston, actual riding time 16½ hours, full time, including stops, 22½ hours.

Longest distance without leaving the saddle, 25½ miles between New Haven and Norwalk, Conn. Time, 2¼h. Favorite mount, twenty-nine pounds, 51-inch Rudge Light Roadster.

Favorite saddle, Lillibridge Brothers.

	Total number of miles ridden per month.	Number of riding days each month.	Longest distance ridden in a single calendar day.
January.....	107	14	20
February.....	85	14	12
March.....	34	4	6
April.....	395	26	29
May.....	399	30	35
June.....	370	27	38
July.....	582	31	47
August.....	470	29	37
September.....	574	29	46
October.....	699	31	98
November.....	813	29	68
December.....	481	23	55
	5,009	287	

A Defect of Slotted Cranks.

How many of the readers of the *WORLD* in adjusting their pedals measure carefully from centre of axle to centre of pedal-pin in order to get the same throw on both sides of the wheel? Not half a dozen, the writer will warrant, and the remainder will probably find on investigation a difference of one-sixteenth to one-fourth of an inch. One-fourth of an inch on a five-inch crank means five pounds in a hundred of effective pressure on the pedals. To counteract this lack of balance, the rider unconsciously unbalances his effort. A remedy for this almost universal lack of proper adjustment would be a graduation of crank and pedal-pin, enabling correct and easy adjustment, or better still, supplanting the slot with a series of holes as adopted by "Happy Jack" Keen years ago.

MUGWUMP.

Long Bicycle Ride.

J. ROLFE, champion bicyclist of Australia, set himself the task of beating his own record of riding 100 miles in 6.11.45 for a wager of £25 to nothing, laid by Mr. Fletcher. The event came off in the Exhibition Building, Prince Alfred Park, Sydney, 15 November, being well attended. Rolfe had to meet nine of the best men that could be found to ride against him, each taking him ten miles, finishing up the last twenty miles with T. H. Chapman. Rolfe defeated all his men, except Grant and Chapman, who



defeated him by one and four laps respectively. Considering that Rolfe had injured his knee and elbow from being thrown the the preceding week in a trial, his performance stamps him as one of the best cyclists that ever bestrode a machine; for, in addition to the accident referred to, the track was soft, and the turns very, if not dangerously, sharp. The first ten miles was done in 32.34; twenty in 1.8.26; thirty in 1.46.40; forty in 2.17.34; fifty in 2.55; sixty in 3.39; seventy in 4.17.15; eighty in 4.54.15; ninety in 5.31.54; and the hundred in 6.9.3.

#### Steam Bicycle.

L. D. COPELAND, of Phoenix, Arizona, has perfected and taken out a patent for a bicycle which runs by steam. He gave an exhibition of its powers in the Mechanics' Pavillion, San Francisco, Cal., 21 December, and the few gentlemen present were united in praise of the invention. A reciprocating engine is attached to a Star bicycle on the bar which connects the handle with the small wheel in front. Benzine is used for heating purposes, and steam can be got up in a few moments. At the present time the supply of the fuel and water has to be replenished every hour, but with anticipated improvements supplies enough for several hours will be provided for. Ninety pounds of steam can be carried, but the machine can be run with twenty pounds. The machine averages about five minutes a mile over any ordinary road. The pedals can be used in conjunction with the steam power whenever necessary and the speed will be increased accordingly. When the steam power only is used the pedals are brought into requisition for foot-rests. By the unscrewing of two bolts the entire machine can be taken off, and there remains the ordinary Star bicycle in its entirety. The boiler, water-tank, engine, benzine tank, and all the appliances weigh only eighteen pounds. The engine is furnished with quarter-horse power.

#### Webb Suspended.

THE Edinburgh Centre of the National Cyclists' Union have suspended Mr. H. J. Webb, the well-known tricyclist, for one year, and recommended the executive to indorse the verdict. The investigation of Mr. Webb's claim for the record to John-o'-Groats, came before the body. In a letter to the Centre, Webb withdrew his claim to the record, assigning as his reason for doing so the fact that Mr. Hall having left London, the proof which that gentleman could alone give was not forthcoming, and he therefore considered his present course the most straightforward one which he could adopt. Mr. Webb also dilated strongly on the great hardships he had of late suffered in common with Mr. Hall, and also stated that the latter gentleman had repeatedly been followed by detectives(?). He further gave out that next year at a suitable time, he would again attempt the

Land's End to John-o'-Groats record, provided a proper system of checking could be devised by the National Cyclists' Union. The opinion of the meeting tended strongly to deprecate the making of records for purely trade purposes, and also considered that when a man claims a record, and is perfectly certain—like Mr. Webb—that same is beyond cavil, he should *on no account* withdraw from his claim, the very fact of doing so being strong *prima facie* evidence of his guilt.

#### Chicago Notes.

THE year opens well in Chicago. As is usual with us, the snow disappears in mid-winter, the air cool, and bracing, and for about three or four days splendid bicycling everywhere will be the rule. The boulevards and streets were quite full of wheelmen last Sunday afternoon, all out for a half day's spin. The man is fortunate who has his wheel out of the repair shop so as to enjoy this spell of wheel weather. Some Illinois wheelmen are trying to get up an excursion to New Orleans Exposition, but no result seems to appear, except a don't care feeling. We are all of us going there some time during the winter, but exactly when is not settled. During the snowed-under period our bicycle folk have taken very extensively to the roller rink. Go to any of the chief rinks in the city and you are sure to meet a bicycle crowd,—that is, they used to bicycle but eight wheels are good enough now. Chicago has no racing track, but she has splendid roller rinks. The only exclusively wheel events in this vicinity, since the Illinois Division meet in Rockford last October, are the Hermes races, at the Exposition Building, Christmas Day, and the Chicago Bicycle Club's smokes. The former was a frigid event, records and thermometer figuring at zero; the latter warm enough for anybody.

The first real friendly meeting of Chicago and St. Louis wheelmen occurred on Christmas Day. Nine representative St. Louisans came up here to spend the day and race our crack men. The weather and crack men were too much for them, and, we imagine the all night's ride in a sleeper with such a crowd had something to do with the defeat. On the whole we will acknowledge being a little prejudiced against St. Louis in the past. They have met our fast men in years back, and never a victory has Chicago won. The order of things has now been reversed, and the two cities, commercially dubbed bosses of the West, will shake hands so far as wheeling is concerned, for they are a good hearted set, and the equals of anybody. The much desisted slow race has been at last set to rule. Distance, fifty yards. Each contestant to have a course three feet wide marked out with chalk. The big wheel going outside this line marks an error; a stop also an error; and an error adds one inch to the score at the finish. Three interesting contests are on tapis at the Le Grand Rink. The New Year comes

in with a new bicycle, the Spalding. This machine is a Hillman, Herbert & Cooper article to special order of a Chicago man, large consignments of which will be made this spring for Chicago and northwestern trade. The wheel market bids fair to run to three machines this year,—Expert, Rudge, and Spalding. The latter is anticipated because H. H. & C. style of make-up is always popular here. The former has the grip now, but fast giving way to the Rudge. The new Victor may strike a popular chord: depends more on who sells the machine in Chicago, however, than on the machine itself. The past has proven this to be very true. We want the L. A. W. meet in Buffalo. It is the only point to which a big Chicago party will go. This seems to be popular opinion. Geographical and railroad reasons prove it. Again, we want it later in the year, and July 3 and 4, with the following Sunday to get home in, looks quite enticing. Buffalo is just half way between Boston, New York, and Chicago, and very near to Ohio, which will no doubt continue to be the banner bicycle State, even if the national administration is to be democratic. The 3d of July is Friday, and would be a good day for a business meeting. The next day would be a fine one for the League races, from a financial point of view, as everybody would take them in that day.

Sunday, following, Niagara Falls could be visited on wheel from Buffalo, and evening trains taken for home from that point, provided one is in a hurry to get home. Chicago has one fourth interest in a bicycle tour designed to be run from Buffalo to New York this summer. Boston, New York, and Buffalo are the other partners, making a "Big Four" team. Philadelphia has a representative, but he does business in New York. Hence it is only "Four." To those figuring on a new official gazette for the L. A. W. this year we commend such a paper as the "Mirror of American Sports," Chicago. It is an immense weekly covering at length, and officially, many (and the leading) sports. The present gazette has certainly done well as far as the latitude given it has allowed; but take the present editor of the official gazette, and put him on to a publication that would be a reflection of the elegant sports of the day in addition to special mention of wheel and League matters and we would have a journal read by everybody, and hence influential. An influential journal is what the L. A. W. should have. Concurrent with this the suggestion might be hazarded that the L. A. W. constitution and rules be left alone at the next meeting, and the time taken up with discussion of methods of applying present rules for the development of wheeling interests, with a view to bettering the bicycle condition. A.

CHICAGO, 5 January, 1885.

A Lady Rider.

THE Herald's New York correspond-

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

WM. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

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59-inch RUDGE RACER, weighing 29 pounds.

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RELIABLE AGENTS WANTED EVERYWHERE.



## IMPORTANT NOTICE!

At the London Aquarium, in December, was held a competition by other makes of Small Wheels (the Kangaroo not taking part), and the BEST performance by the winner was 100 miles in 7 hours, 25 minutes, and 107 miles in 8 hours, thus not equalling the record of the Kangaroo.

The race at the Aquarium was on a PREPARED, BOARDED TRACK, and the riders had constant attention, whereas the record of the Kangaroo was made on the Turnpike Road!! Thus the

### KANGAROO Still Leads All Others!

We offer it as the ONLY real safety, as from its construction "headers" are impossible.

**WM. READ & SONS, 107 Washington St., Boston.**

SOLE AMERICAN AGENTS FOR BOSTON AND THE EASTERN STATES.

## BALLS ALL OVER. THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

**NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),**

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3/4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch

\$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

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## THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

**THE SPECIAL SANSPAREIL ROADSTER,**

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

**THE SANSPAREIL LIGHT ROADSTER,**

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

**THE AMERICAN ROADSTER,**

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

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SEND STAMP FOR CATALOGUE.

**S. T. CLARK & CO., Importers, BALTIMORE, Md.**

ent, Miss Lookabout, has the following:—

"The newest performer in public is the girl who rides the tricycle. She has waited a long time before getting courage enough to make her rather unseasonable debut in Central Park, and only does so at length after much practice in more obscure places. She is an object of staring curiosity, and the horses are scared by her, but to human spectators she is far from hideous. She has a lithe, shapely figure, for otherwise she would not display herself; and there is no Bloomerism in the costume which she has adopted. Knickerbocker trousers and a short skirt were originally prescribed for this service, but she is not such a fool as to think of seeking pleasure while looking like a fright. Her hat is a jauntily fashionable turban of fur, and has a feather to float behind, imparting a sense of rapid, airy motion. Her bodice is covered nearly down to the elbows by fur, but the small girth of her waist is left in view. The skirt is woollen and dark, and plenty of wide bands of fur, so that she looks warm, whether she is or not. Her shoes are solid and low, but are becomingly belittled by the fur leggings which come down over them. As her hands are in fur-backed gloves, she suggests the four paws of a kitten by the terminals of her limbs. A concealed elastic cord contracts the hem of her drapery, and therefore the expectant observer might as well wait for the wind to blow up a sunrise at midnight as to count on any wafture of her petticoats. This safeguard to her modesty is requisite, because there is no mass of underskirts, which would impede her action in working the treadles. She relies on tight-fitting garments next the skin for warmth. She is usually to be seen in the forenoon, and there are as yet few duplicates of her, but she usually belongs to a family so eminent socially that she can do no wrong, and so her example will soon be numerously followed. She deems it essential to maintain the swiftest possible speed, and this practice makes the sight of her brief and fitting, but I suppose we may expect, after awhile, to see our approved heirs as frequently on the tricycle as we do now on horseback."

### CURRENTS CALAMO

#### Health's Fountain.

WEARY worker, do your pulses  
Move with sluggish flow;  
Are your throbbings and pulsations  
Stagnant, dull, and slow;  
Grow you tired without exertion;  
Is all labor pain;  
Does life seem a sure delusion,  
Strife and striving vain?  
Are your fondest aspirations  
Visions only dreamed;  
Are the hopes that spurred you onward  
Not the things they seemed;

Do you falter in the struggle,  
Lacking strength and power;  
Do you fail because you cannot  
Use each passing hour?

Is your courage slowly waning  
With each passing year;  
Do you dread the work before you,  
And the future fear;  
Do you covet wealth and station;  
Envy whom you meet;  
Is there aught but dreary duty  
In the moments fleet?

I have suffered as those suffer,  
Who, of health bereft,  
Not by sickness or by danger,  
But exhausted, left  
By the struggle for existence,  
By desire for fame,  
By both day and night's exertions,  
Place to gain and name.

I have felt a sickly loathing  
Of returning day;  
I have dreaded each to-morrow,  
With its pain away.  
I have cursed the life within me,  
Hated its dull glow;  
I have felt the future hopeless,  
Dreaded forward to go.

Then I knew not youth's true fountain,  
Health's refreshing power;  
Knew naught of the throbbing muscle,  
Of the flying hour;  
Knew naught of nerves tingling, thrilling,  
With a strange refrain;  
And the system roused to action,  
Free from sloth and pain.  
Ask you what has made me buoyant,  
Made me young once more;  
Ask you why, I in the future  
Seek fame's entrance door.  
'Tis that health is now my portion;  
And the joy I feel,  
Is dependent, pure, and simple,  
On my flying wheel.

L. H. F.

MR. ELLIOT C. LEE sends us \$1.00 for the Keen fund.

MR. SYLVESTER BAXTER has been secured as editor of *Outing*. We congratulate our contemporary on the possession of so able a director.

*Outing* will be enlarged and improved with the March number.

THE Nemo Club took its first 1885 road ride on the 11th inst., covering some of its favorite roads in Dorchester and Milton.

MESSRS. STODDARD, LOVERING & Co., have received an order for a 64 Rudge Light Roadster. The rider weighs over two hundred pounds. This is a good test of the strength of this machine.

FRED D. OWEN, of Washington, D. C., has applied for a patent on a new crank bicycle which is to have its handle bar behind the rider, the handles bending around to within easy reach.

THE Pope Manufacturing Company has obtained control of the breech-loading lantern. At the back of the lantern is a magazine charged with eleven matches.

Each one of these, by a turn of a small knob on the lamp, is ignited and brought directly against the wick, setting it in a blaze at once. By another turn of the knob the blaze can be extinguished, or if needed, reduced to a mere glimmering, with no danger of its going out for hours.

STODDARD, LOVERING & Co., have been awarded a silver medal by the Cincinnati Industrial Exhibition, for a display of bicycles.

JNO. V. STEPHENSON, of Greensburg, Pa., reports a record of 2,315 miles on the road in 1884.

We have received a Christmas card from the Coventry Machinists' Company, showing a couple on a Club Tandem, and extending the compliments of the season.

H. J. WEBB has withdrawn his claim for the John-o'-Groats' record.

WHEELMEN are hungry for Buffalo meat.

THE latest royal convert to the ranks of the tricyclists is an Indian potentate, the Mahendr Maharaja of Bundelkhand, Pannah.

WILMOT and Pavilla, the Boston fancy riders, recently separated at Denver, Col. Wilmot is now in Salt Lake City, doing single riding.

ATROPOS of Mr. Elwell's announcement in our columns that the members of his Bermuda party are invited to take dinner together at the Astor House, Thursday noon, 22 January, three hours before embarking on the steamer "Orinoco," Karl Kron writes: "I'm going to invite myself to that dinner, and congratulate the participants on their good fortune in sailing for the land of the loquut. If the two or three of the party who still hold off from my subscription list prove obstinate, I may be forced to temper my arguments by a little dynamite while on the way down to the dock. To-day, 10 January, the total pledges for 'X. M. Miles' amount to 2301, and I have abandoned all hope of getting the book to press earlier than April."

A NEW safety bicycle has recently been brought out in England called the Antelope. It has a small steering wheel in front, the driving wheel being behind, and the rider placed directly over the pedals between the two wheels, with the handles at his side, the front thus being quite open. Handles, seat-pin and pedals are adjustable, and the machine is said to be very fast.

WHEELMEN have just obtained recognition in the Pittsburg, Pa., Courts. In that city, 7 January, after a brief trial, there was a verdict for T. S. Clark, W. L. Jones, J. D. Halliman, and Florence O'Neill, bicyclers, sued for damages for injuries sustained by T. R. Estep, whose horse became frightened at the defendants' vehicles and ran away, throwing him from his buggy. Judge Stowe expressed the view that bicycles may be used on the street the same as other vehicles, and



their owners are not liable for damages unless they are carelessly handled.

J. P. DeCOMA, of Akron, Ohio, claims to own and ride a wheel measuring eighty-four inches in diameter.

Dr. KENDALL, of the Boston Club, took a 37-mile run on Sunday, and found the roads through Milton, Dorchester, Hyde Park, Dedham, West Roxbury, Brookline, and Boston in good condition on the thoroughfares where the travel had worn down the ruts, while the side streets were quite unrideable. On the whole, the wheeling was quite as good on 11 January as it was on Thanksgiving Day, which latter date is late in the season for cycling in this latitude.

HAL GREENWOOD, captain St. Louis Star Club, goes to New Orleans to attend the World's Fair. While in New Orleans Hal will be supplied by the H. B. Smith Machine Company (who have a large exhibit there) with a light roadster of the Star pattern, on which machine he will enjoy himself on some of the fine drives, and astonish the natives with some fancy riding, at which he is an adept. The St. Louis Star Club has at present sixteen members, and if the present outlook continues they will greatly increase their numbers when the season opens.

"FAED" rode 6,344 miles on a tricycle in 1884.

The Czar of Russia has purchased a tricycle. It will be easy for him to Russia hill.

The *Amateur Athlete* is also taken to task by the BICYCLING WORLD for getting "mixed" over what part of a wheel is reckoned at the finish of a race. The *Amateur Athlete* puts its foot—no wheel—in it with a vengeance, and would do well to lay on a capable cycling contributor. — *Axeis*.

OVER the shop of an agent for the sale of machines in England is a sign which reads:—

BI  
CYCLES.  
TRI

It is a matter of much discussion amongst the local cyclists as to whether it is intended to read, "Buy Tricycles," or "Try Bicycles." Perhaps the unconscious shopkeeper does not intend it for either.

"I NOTICED you had a bad fall there?" "Me? Not at all; 't was my *machine* that fell, and in the attempt to keep the blessed thing up I—" "Then," interrupted his sympathizing friend, "you'll have no need for this drop of brandy?" and so saying he walked off, leaving the limping bicyclist "sat on" *curo* himself. Moral: We should never be ashamed of our real position. — *Cyclist*.

THE Societe Velocipedique Metropolitaine, of France, intend organizing paper-chases on wheels in the Bois de Boulogne, Paris, during the winter months, as this pastime proved such a genuine success last winter. It is altogether a

new step in wheeling, and is very interesting. An average wheelman is allowed about ten minutes' grace, marking his way by dropping paper, and each follower is provided with a soft india-rubber ball, and when the "hare" is dropped upon, the ball answers the means of his capture, etc. A River velocipede has been invented by M. L. Bollee, of Mans. It has been propelled on the river l'Illeuse with great success, and probably may turn out very practical, with a few further improvements. The introduction of the twenty-four hours' tricycle record by M. Rousset, president of the V. C. Bordelais, — who has defeated his young opponent, "Baby," on many successive occasions, his last performance being three hundred and thirty-nine kilometres, — has caused many other wheelmen to follow up the idea of this road-record business.

As an evidence of the popularity of cycling in the South, clubs are flourishing in Louisiana, at New Orleans; in Alabama, at Mobile, Montgomery, Eufaula and Tuskegee; in Georgia, at Savannah, Atlanta, Macon, Columbus and West Point; in Tennessee, at Memphis and Nashville; while at Charleston, S. C., and Shreveport, La., where wheeling is becoming popular, there are prospects of club formations at an early date.

THE Big Four committee will meet in Buffalo on Sunday.

WE wish all success to the Big Four tour, but we cannot think that it will be for the interest of the League to postpone its annual meet nearly six weeks to accommodate the party. The editor of the *O. G.* says that Mr. Ayers is a hard worker in the League, and should be accommodated. It seems to us that this is a very narrow view to take of the whole thing. We have a definite time for the meet, and it should not go bobbing up and down the year to accommodate any one.

WE are in hopes to see a deal of work done at the next meet, and we hope that little valuable time will be spent in parades or in entertainment. Two days were given to the meeting in Washington, but little of the time was given to business. Let us have no parade and no banquet, but two days of good solid work.

ON Sunday, 4 January, two runaways occurred in the Park at San Francisco. In both cases the horses were frightened by bicycles, and the papers are out with calls upon the Commissioners to revoke the permission to ride in the Park that has been given to bicyclers. We hear of no cases where bicycles have run away, and no allusion is made to a possible prohibition of unbroken horses in the Park, and we doubt if any action of the Commissioners will drive the bicycle out of existence. The horse has got to accept his rival, and the sooner the better.

KARL KRON has postponed the appearance of his book till April.

MISS LOOKABOUT's remarks about the girl on a tricycle are a decided reflection upon the gallantry of the New York wheelmen. Why is she allowed to ride alone? We are tempted to go on ourselves.

## RACING NEWS

THE Weedsport (N. Y.) Bicycle Club will hold a two day's tournament in June. No money, time, nor trouble will be spared to make this meeting a grand success.

At the Surbiton Recreation Grounds, 26 December, John Keen rode one mile on a 40-inch Safety bicycle against a trotter, driven in a sulky. At the end of the first lap both were dead level, but half-way round the second lap the horse went by Keen, and at the end of the second lap ten yards separated them. This distance was kept by the horse during the next lap, but in the last lap he got a bit farther away, and finally won by about fifteen yards, in 3m. 17½s. The next item was a five-mile race between Keen and a fresh horse. For the first three laps there was hardly any difference between the competitors, but in the fourth lap the right pedal of Keen's machine came loose, and he had to stop to have it tightened. This lost him about 150 yards. Keen tried his hardest to make up his lost ground, but still further misfortune overtook him at the second mile, when both pedals were loose, and in stopping to have them tightened he lost further ground. When three miles and a half had been covered the horse lapped Keen, and then went still further away, finally winning by a lap and about fifty yards. The times, as taken by A. Keen, were: One-mile, 3m. 48s.; two miles, 7m. 58s.; three miles, 11m. 15s.; four miles, 14m. 55s.; five miles, 18m. 38s. The horses were handled in a masterly manner.

DE CIVRY is out with a challenge to the winners of the Safety race.

MEMPHIS TENN. — The six-day professional race, eight hours per day, was started 5 January. The score the first night stood: Prince, 94 miles; Eck, 94; Morgan, 90; Armaindo, 53; Woodside, 35. Tuesday the attendance was better, but it was still raining. Woodside was improving, but Prince held the lead with 185 miles; Eck, 179; Morgan, 152; Armaindo, 117; Woodside, 55.

CHICAGO. — The first trial for the fifty-yard slow race, at the Le Grand Rink, came off 9 January. The contestants were J. S. Gibson, Rockford, Ill.; B. B. Ayres, and E. F. Brown, Chicago. Gibson won. Time 2 20½. Brown second. The medal is to be won three times to be owned by winner.

## WHEEL CLUB DOINGS

At the annual meeting of the Hudson Bicycle Club, held Saturday, 10 January, the following officers were elected for the

ensuing year: President, H. J. Baringer, Jr.; vice-president, R. W. Evans; secretary and treasurer, C. A. Van Deusen, Jr.; captain, H. R. Bryan; lieutenant, C. H. Evans, Jr.; standard bearer, F. S. Stott; bugler, C. A. Van Deusen, Jr.

At the eighth annual election of the Boston Bicycle Club, the following gentlemen were selected to serve in their respective offices for the ensuing year: President, E. C. Hodges (re-elected); secretary, E. W. Hodgkins (re-elected); treasurer, W. B. Everett (re-elected); captain, L. R. Harrison (re-elected); first lieutenant, W. H. Edmonds; second lieutenant, D. N. C. Hyams; club committee, J. S. Dean, F. A. Nelson, R. J. Tombs, George A. Doane, Jr., and T. N. Hastings. The condition of the club is flourishing, and the cycling interests were never stronger or more carefully protected than at present.

It is rumored that a unique and bound-to-be successful cycling club is about to be formed in this city.

THE Massachusetts Club will make a departure in the matter of dinners. Last year it had no dinner, this year it will have a dinner, but no guests or reporters will be invited. A club dinner for club members only.

GEORGE R. BIDWELL of New York, has become a member of the Massachusetts club of this city.

THE new officers of the Worcester Bicycle Club are: Charles S. Park, president; Frank H. Martin, secretary; Lyman A. Isham, captain; W. Rolston, first lieutenant; G. F. Warren, second lieutenant; C. M. Santon, bugler.

THE semi-annual election of officers of the Wakefield (Mass.) Club, was held on 5 January, and resulted as follows: President, C. P. Knights; vice-president, F. G. Nichols; secretary and treasurer, G. O. Sheldon; captain, George P. Aborn; lieutenant, A. T. McKay.

THE Weedsport (N. Y.) Bicycle Club held its annual election of officers, 16 December, with the following results: — President, H. D. Brown; vice-president, W. H. Lee; secretary, Charles Townsend; treasurer, H. E. Rheubottom; captain, J. R. Rheubottom, Jr.; lieutenant, C. C. Teall; commissary, W. R. Brock. An entertainment will be held 11 February, in which Miss Helen Potter will read.

THE semi-annual election of officers by the Capital Club, of Washington, was held 13 December. The following officers were chosen: President, John W. Wagner; vice-president, Henry M. Schooley; treasurer, Joseph E. Leaming; recording secretary, Thomas A. Berryhill; corresponding secretary, John M. Killits; captain, DeLancey W. Gill; sub-captain, Edson B. Olds; junior sub-captain, Charles H. Burnett. A Uniform Soiree was held by the club at National Rifles Armory, 13 January.

THE annual dinner of the Massachusetts Bicycle Club will be held at Young's Hotel, 20 Jan.

AN ornament in the new quarters of the Ixion Bicycle Club is the large brass handle and key of the old club-house door, fastened to a plush frame and hung up on the wall.

THE annual election of officers of the Penn City Wheelmen, of Philadelphia, took place on the evening of 2 January, 1885. The following were elected to fill office for the ensuing year: C. D. Williams, president; Wm. C. Wetherill, vice-president; T. E. Cookman, secretary and treasurer; Chas. R. Paul, captain; H. B. Thatcher, 1st lieutenant; George de Silver Getz, 2d lieutenant.

THE annual meeting of the Reading (Penn.) Club was held 9 Jan. at their rooms. George I. Bechtel, presided. The following officers were elected: President, J. Frank Myers; captain, George I. Bechtel; lieutenant, William P. Sweeney; secretary, J. L. Henritzy; treasurer, Harry McCall; directors, J. Arthur Curtis, George I. Bechtel, William P. Sweeney; bugler, Will Dotter. The club will make arrangements shortly for an entertainment at one of the roller skating rinks. The club numbers thirty members at present, and is in a prosperous condition.

At a meeting of the Danvers Bicycle Club held last week (5 Jan.) it was voted to take in a number of associate members, and ten names were accepted from those handed in. The club is about to commence arrangements for a grand entertainment to be given by its own talent.

At the semi-annual meeting of the Peabody Bicycle Club, held Thursday evening, 1 January, the following officers were elected: Cornelius J. O'Keefe, president; William H. Friend, vice-president and captain; Ros. F. Hardy, 1st lieutenant; Louis McKeen, secretary; Alfred L. Poor, treasurer; directors, C. J. O'Keefe, chairman, Gordon E. McKeen and George S. Allen. The club have voted to give a grand exhibition in the skating rink, 5 February.

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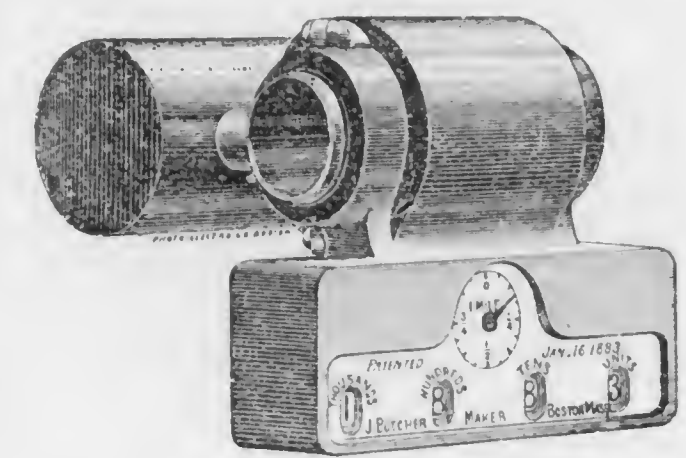
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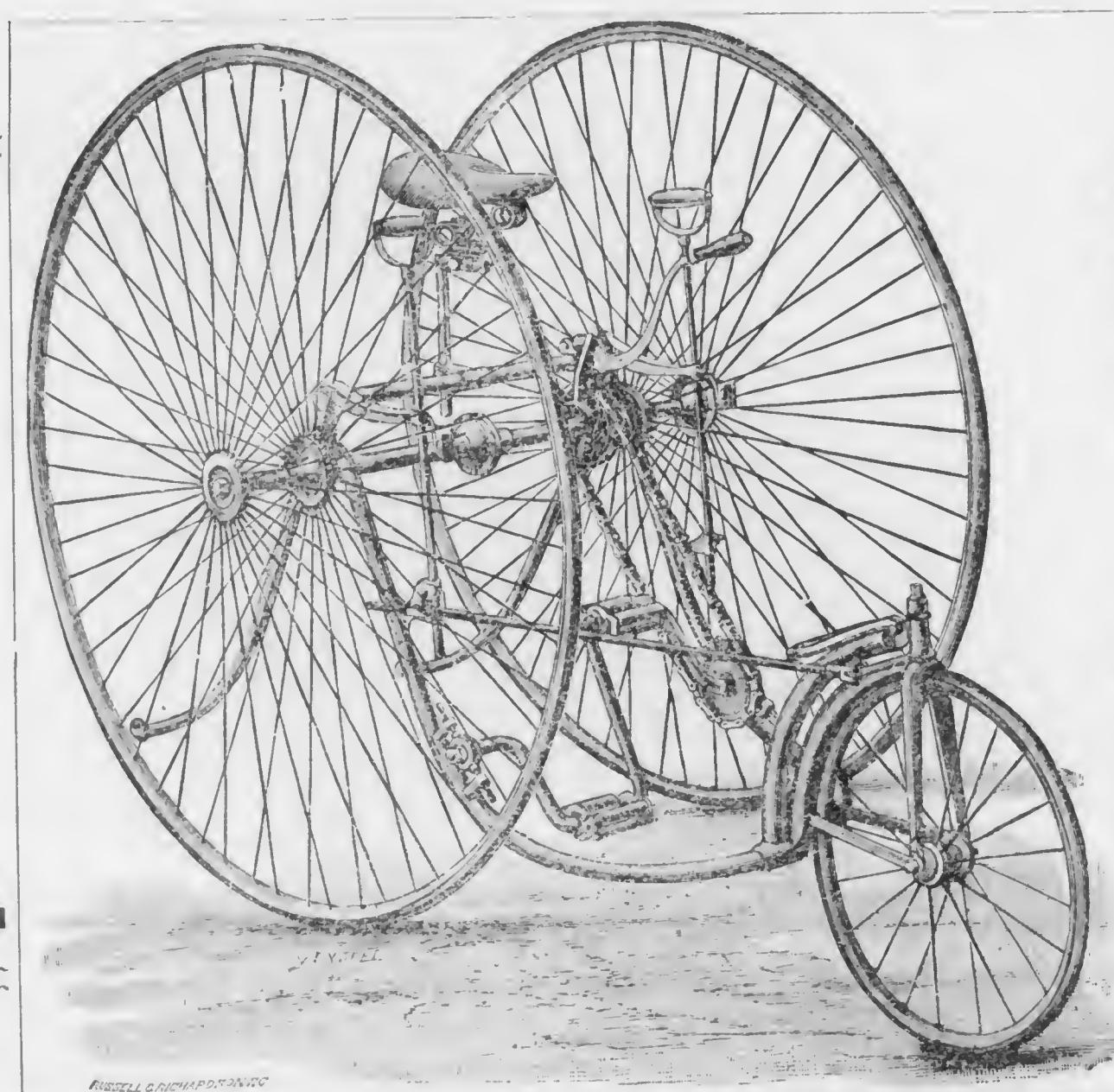




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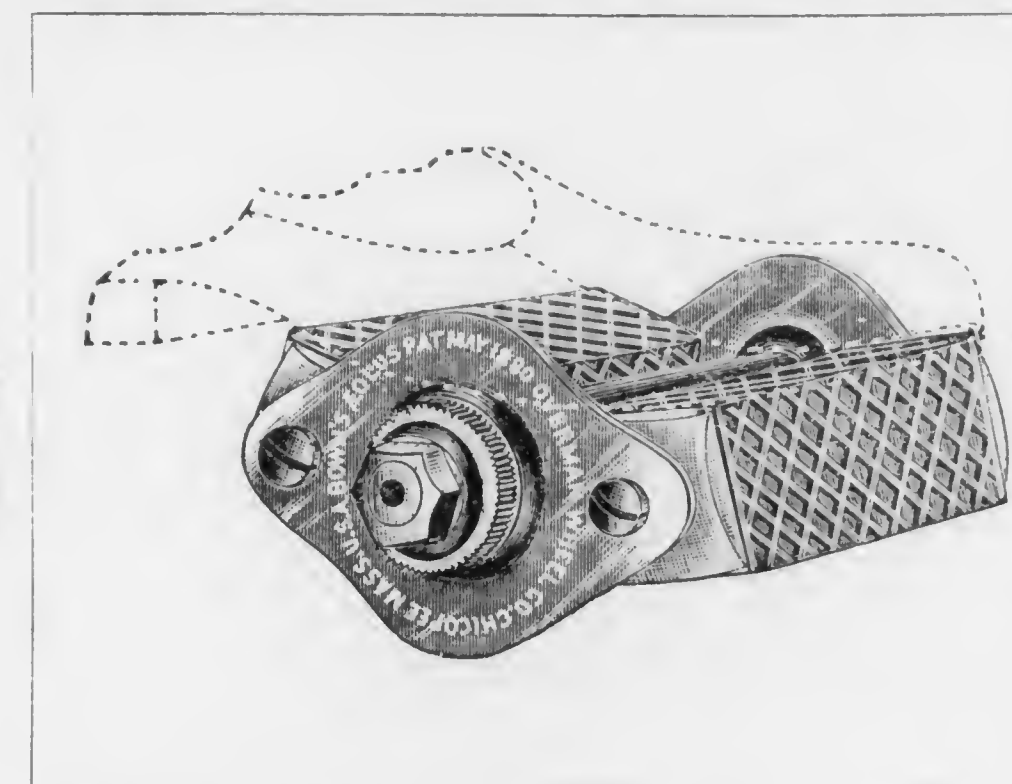
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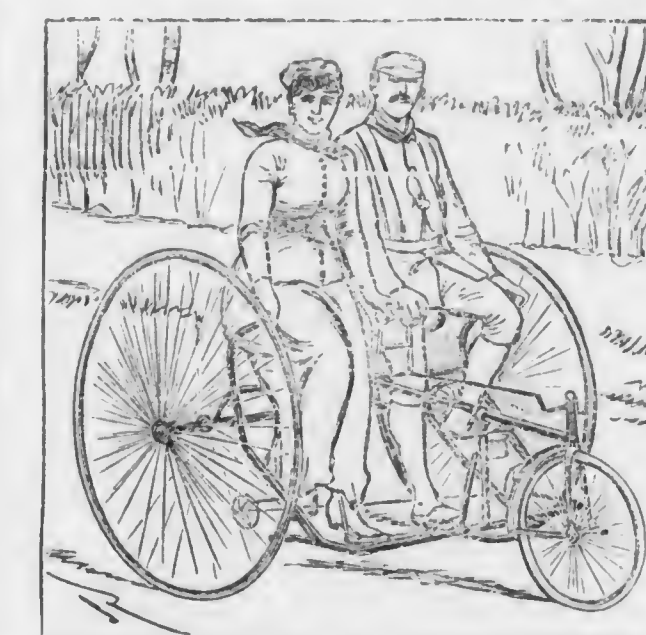
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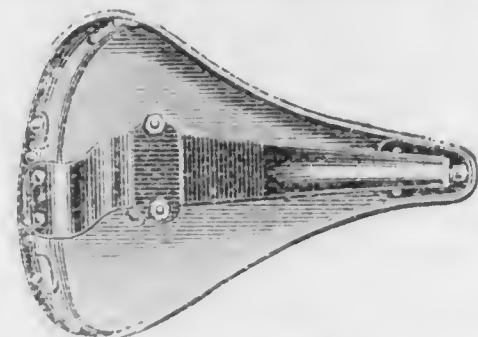
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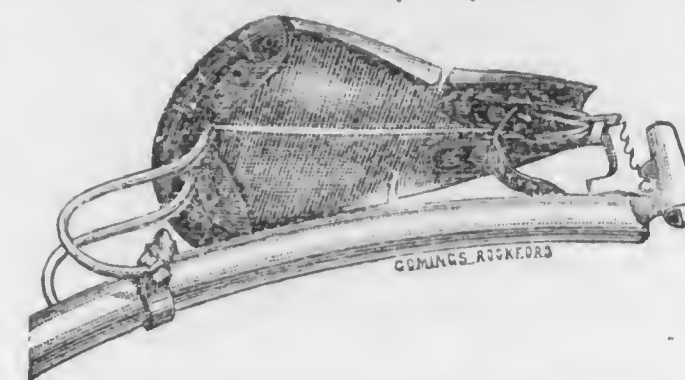
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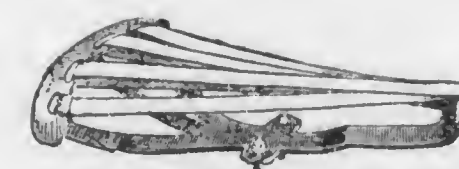
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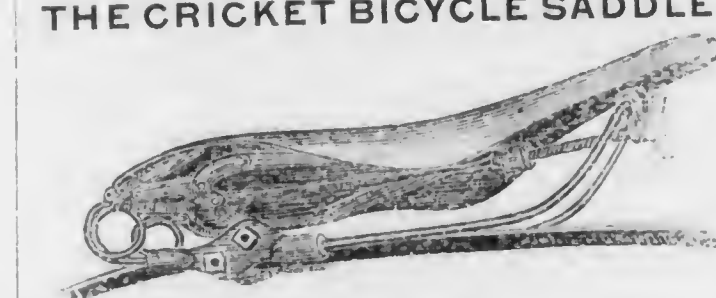


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J. S. DEAN . . . . . EDITOR  
ABBOT BASSETT . . . . . MANAGING EDITOR  
C. W. FOURDRINIER, EDITORIAL CONTRIBUTOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 23 JANUARY, 1885.

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### THE TEN-MILE MEDAL.

SPEAKING of the official act of the Racing Board in charging John Brooks with unlawfully retaining the trophy representing the ten-mile championship, the *Wheelman's Gazette* says:—

Why this star on John Brooks? He honestly won the medal, and according to usage is entitled to hold the same till the next meeting of the L. A. W., or for one year. The fact of Mr. Brooks turning professional does not deprive him from claiming what he has fairly won, and holding the medal till the time called for the

next championship, when Mr. Brooks will, like a true gentleman, hand over the same to the L. A. W.

Mr. Brooks did not win the medal. It still belongs to the L. A. W., and it represents the championship. He is entitled to hold the trophy only so long as he holds the title to the championship. When he became a professional he forfeited all title to the amateur championship, and with it the trophy which represents it. Mr. Brooks has been going up and down the country advertising himself as ten-mile champion, and exhibiting the trophy, though he is a professional and races as such. He has been called upon to surrender the trophy, but refuses to do so, claiming that he wishes to use it for advertising purposes. We regret that he has found a defender in the quarter we quote. When Frye raced Prince and lost his status he prefaced his act by resigning from the Boston Club, and delivering up the trophy representing the twenty-mile championship of the club, which he held for that year. This was "according to usage." Mr. Frye has the instincts of a gentleman, and he acted up to them.

The latest regarding the proposition of holding the L. A. W. meet on the 4th of July is, that if such a course of action is decided upon, some other place than Buffalo must be the scene of operations. The Fourth is a great military gala day in the Queen City of the Lakes. — *Amateur Athlete*.

Arguments backed by facts are being brought forward to show the folly of postponing the annual meet to July. A correspondent in another column writes that the date will conflict with the Canadian meet, and few if any riders can be drawn to Buffalo from across the border; the paragraph from the official gazette makes it evident that Buffalo will not be a good place for us on the 4th of July, and then we must remember that local attractions are very strong on the national holiday, and few will go from home. Boston has a big race meeting that day, Springfield has generally had a meeting, and besides these there are the little local race meetings of which we reported twenty-four last year as occurring on the 4th.

THE Boston Club prides itself on the many "firsts" it has recorded, and is a bit elated at having had founded within its ranks a club that intends to carry out the "higher aims" doctrine. At present this club, which was formed on Wednesday of last week, is without an appellation, but even if this state of affairs was to

exist forever it would not prove a material drawback, as but little will depend on its name. It is the intention of the club to ride with a purpose, to use its wheels as a means of history. Topography, geography etc., will receive some attention, and it is hoped that each run and each meeting will prove of some value and afford pleasures to be remembered. This idea is not new, but we believe that this is the first time any organized effort has been made to put it into operation. Mr. C. W. S. Fourdrinier is secretary, which is the only office the club has encumbered itself with.

Just at this time of the year clubs are, one and all, choosing officers. We are pleased to note that in many cases the same ones will hold the reins of office as hitherto. It is encouraging to find the old stagers still in the lists, and evincing the same interest and spirit that has made cycling what it is.

THE craze for short paragraphs and "skits" is running riot among the cycling papers. The idea is excellent, but the execution is often miserable. When there are lots of topics to be treated, or plenty of interesting news to boil down, the paragrapher has a field of usefulness and can give pleasure. When, however, one is driven to write a mass of short items for the sake of having them, the result is nauseating. We do not believe that there is a permanency to this new move, but that the cycling press will return to their original plan of giving information and instruction, and let those who want to fuddle their heads with shorts, look elsewhere for the vapors of some one who cannot write over a dozen lines straight. We do not want to be understood as condemning paragraphs, as no one in this country has done more of that sort of work than ourselves when masquerading as "London W."; but what we refer to is the policy adopted by some of our contemporaries, especially in England, to use short items to the exclusion of almost everything else, and to chop everything up into unmeaning paragraphs.

SPEAKING of "crazes," we wish to call attention to the mad way the makers are rushing into the safety bicycle business. Some of them apparently have no more idea of how to obtain safety than the crank who walks across Niagara on



a tight rope. A small wheel alone will not make a machine safe. In fact, if the same position is maintained as on the ordinary bicycle, the machine is much more dangerous. Obstructions that a large wheel would easily surmount will cause a little one to "buck."

It was with surprise that we read in "A's" Chicago letter of last week a recommendation that the *Mirror of American Sports* be given the official organship. The proposition glows with absurdity. We do not intend or desire to say anything derogatory of our esteemed Western contemporary, but we feel that it would be a mistake to give a sporting paper the organship of the League. A paper that is a valuable advertising medium for bar fixtures and billiard tables is not the sheet for the L. A. W.'s official announcements. The arguments in its favor that an influential journal is what is wanted, shows how great is the misconception of the purposes of the league gazette. *The Mirror of American Sports*, and every paper interested in cycling matters will exert its influence now in favor of the League, but a "Gazette" is rather in the nature of a private circular for the benefit of those that are in.

THE suggestion that the New York C. T. C. men form a local club for the purpose of obtaining admission to Central Park does not at all meet with our approval. It is a subterfuge to obtain that which is their right. Our correspondent calls it a "privilege," but we insist that while the Park Commissioners may regulate the use of the public's pleasure grounds they have no right to discriminate. If one cyclist has a right to ride on his machine in Central Park, every wheelman has the same right. Let the League take legal advice on this matter, and save wheelmen from further insult. One would imagine the prejudice of the *ante bellum* days existed, and that wheelmen were of the proscribed classes when there is talk of discrimination. It is infamous.

KARL KRON is right on the hotel question; and wheelmen will some day see it. If they don't, it won't be our fault, for we pointed this out years ago, and have been hammering away at it ever since. Moreover, we do not intend to let up until we see some intelligent legislation on this matter.

JUST as we thought. The makers said they would not support the Stanley, or any other show. But the Stanley Club, like that famous ghost, would not be downed, and went right on about its business, and now these same makers are to exhibit through an agent. *Qui facit per alium facit per se*, which means that even if you do use the cat's paw you pull out the chestnut for yourself.

The editor of the BICYCLING WORLD openly avows that he pitches his *Gazettes* into his waste basket without unwrapping. Pity that he should wave this fact before the rank and file of the League. — *Cor. Wheelman's Gazette.*

The editor of the WORLD does nothing of the kind. The item is without a semblance of truth. We read the *Gazette* carefully from beginning to end, and we have nothing but praise for the way in which it has been conducted the past year. We believe the editor has made a good record, and we wish he was not so badly handicapped as he is in trying to edit a weekly so far removed from the office of publication. We desire to correct the statement, because it is so far removed from the truth. We cannot, however, afford the time to correct the errors of those who think the League cannot stand criticism. The editor of the *W. G.* invited criticism of the rules and the methods of the League. We tried to give him a few, and our correspondents did likewise, and, although all such were advanced in a friendly spirit, there are many who see in everything of the kind an attack on the League to be repelled without answer. We have no time to spend with such.

#### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

##### The League Meet.

*Editor Bicycling World:* — In the last issue of what is doubtless your very much esteemed contemporary, the *Wheel*, some person writes from the city of Buffalo, in an article referring to the many wants of that very modest city, advocating the holding of the League Meet of 1885 there on 2 and 3 July. Perhaps many of your readers will feel compelled to mutter to themselves "it's none of his business," but if you will allow me, I would suggest, with the most friendly intentions possible, the impropriety of holding the Meet on those days. As I understand it, one of the arguments advanced in favor

of Buffalo as the place for the next Meet, is its close proximity to the two thousand wheelmen of Ontario, and the likelihood of a goodly detachment of them attending the Meet. This argument certainly should have some weight when the board of officers come to decide upon where the Meet shall be held. If, however, they desire to see the expectations of a Canadian contingent fulfilled, they must select some other dates, than those mentioned above. The annual meet of the C. W. A. is held regularly on 1 July, and will in all probability go to Montreal this year. Montreal and Buffalo are pretty widely separated, and to be in one on the 1st, and the other on the 2d of the month, will be impossible. It is needless for me to say more. The board of officers of the L. A. W. are alive to the interests of the Meet, and they are gentlemen. They will not commit the folly of spoiling their chance of getting a big attendance from Canada, which they can get in May or June, while the mere mention of our Meet being held on 1 July will cause them to decline holding theirs just over our fence on a day that would make it clash with that of a friendly association. Fraternally yours,

HAL B. DONLY,

*Sec.-Treas. C. W. A.*  
L. A. W. No. 3,611.

SIXCORN, 14 January, 1885.

##### Chicago v. St. Louis.

*Editor Bicycling World:* — I notice in your edition of 9 January, the St. Louis at Chicago letter, remarking that the handicapping was "vilely villainous." that St. Louis was unfairly handicapped. I wish to say that when C. E. Stone sent the entries up he stated that his brother, Percy Stone, was as good or a better man than himself, and that the others were fast enough to beat any one we had up here (or words that inferred as much). This was the reason. Chicago men had records for two miles, of 7.31, and three miles, 11.34. That was the record of the best man we had entered in the handicap races.

I thank the writer of that letter for the compliment he pays me further down in the letter. If they have as good a track as they claim, they had better go to work at once, so that when Chicago visits St. Louis, she (St. Louis) may snow us under, as we did them.

The Chicago Bicycle Club races will not be held 22 February. It comes on Sunday. It will probably be 31 January.

N. H. VAN SICKLEN.

##### "First in 1885."

*Editor Bicycling World:* — As a member of the irrepressible Orange Wanderers, permit the writer to say that he mounted a Facile early in the morning of the sloppiest of New Year's days, and rode ten miles, with benefit to his appetite and Jersey frescoes to his unmentionables.

L. H. JOHNSON.

##### New York Lady Riders.

*Editor Bicycling World:* — Your query on Miss Lookabout's remarks, reflecting on the gallantry of New York wheelmen, and your strong temptation to come on and keep the ladies who ride the trike company, is hardly fair. In behalf of the 700 few tricycle riders here, gentlemen as well as ladies, would say, the trouble is with the ladies, not the gents. There are hundreds of the latter who are only waiting for some of the leaders of fashion to start. The writer has personal knowledge of many ladies who are just ready (were the season right), and before the end of next season your heart will be made glad, Mr. Editor. All tricyclers, male and female, would be glad to have the father of tricycling take a trip this way, to make his acquaintance, as also give him a chance to try some of our little hills with a rush and no two-speed gear. If Brother Dean will bring his gripsack on he won't want for company, and the Ixions will see that Miss Lookabout is around to introduce him. Several of the Ixion members' wives, sweethearts, and sisters are promised riders for the coming season, — fan the writer.

PIT.

NEW YORK, 16 January, 1885.

##### Scored Cranks.

*Editor Bicycling World:* — In your editorial of 15 January, you remark that "several makers have, by means of a scored surface . . . attempted to prevent the loosening of pedals, but they have never met with any very widespread favor." I think you will find, on inquiry, that the method of scoring the backs of cranks used on the Expert Columbia for the last three years, has given universal satisfaction; for by this method it is not only very difficult to work the pedal loose when it is properly set up, but when, by defective adjustment, it does loosen, the pedal does not slide up and down in the slot as on smooth cranks, but remains as it was placed until the nut comes nearly off. In your same edition "Mugwump" asks for a graduated crank. If he will use the Expert crank he can make the ribs on the back answer as a graduate. Prince, while using a Columbia Racer, always counted the ribs of his crank in order to adjust his pedals to a particular throw.

EXPERT.

##### Springfield's Trouble.

THE Springfield *Republican* gives the following account of the trouble at Springfield. It is an unfortunate affair all around, but, knowing Treasurer Fennessey as we do, we believe he will come out of the thing all right, and disprove the accusations that have been made about him in the press: —

"The bicycle club's annual meeting, Thursday night, revealed to the body of the club, and, through them, to the public, what had been known to the directors and some others since November, that Treasurer A. L. Fennessey's record-books had

disappeared. Mr. Fennessey brought the books for 1883 and 1884, to the club's regular meeting on the night of 20 November. Accompanying them were the vouchers and other documentary proofs, as well as the contracts the club has made for the Hampden Park track and other matters. After the meeting, Mr. Fennessey says, instead of carrying the books to the bank, where they are usually kept, he locked them in a desk in the club-room. He states that he discovered on the next evening, Friday, that the books and documents had been stolen. Two, and perhaps all, of the directors were notified of the loss by him the next day. The directors thought that some member of the club had taken them, and hoped for their return, but in vain. The treasurer reported at the meeting Thursday night only the transactions of the club since 20 November, and his statement was not accepted. Members of the club censure the treasurer for carelessness in leaving so exposed books recording transactions amounting to over \$40,000. So well-informed a person as the newly-chosen treasurer, C. A. Fisk, is, however, confident that carelessness is the worst of the offending. The business of 1883 was badly muddled, through the lack of union and prudence in the work. In 1884 fraud was hardly possible, so carefully were the accounts audited. Mr. Fisk, who was one of the auditors, has in his possession memoranda from which the dealings of 1884 can be readily and accurately compiled. It happens that the one book which could not be duplicated from such memoranda, that of entrance money, was not taken away, and there are duplicate contracts in existence. Mr. Fennessey stated last night that he likewise has sufficient material, and might have made out a new set of books for 1884, and might have done so, with approximate accuracy, for 1883. Mr. Fennessey holds that the books were abstracted for the purpose of injuring him. The directors are using all their ingenuity in the search for the books. The club's next regular meeting is on 5 February, when something in the nature of fireworks may be expected.

"The club has had a number of troubles lately. The payments required on the debt coming over from 1883 have been swelled by the receipt of unexpected bills to \$4,500, as two of the directors say, or to \$3,800, according to Mr. Fennessey's way of putting it. He 'refused to be catechised' about these bills Thursday night. A theft of a considerable sum from a cash-box in the club-room occurred some time ago. In this box the members who played billiards were accustomed to put a small sum for each game, the fund being intended to pay for the tables."

Another Slow Race.

CHICAGO will have another slow race, 22 January. The following agreement has been signed: —

We, the undersigned, hereby engage

ourselves to contest in a slow bicycle race, to be held at the Le Grand Roller Skating Rink, Chicago, on such evenings as may be designated by Mr. Charles C. Philbrick, secretary of the rink company, evenings to be not less than one week and no more than two weeks apart.

The following conditions and methods will be observed.

The distance will be fifty yards, with a separate course for each contestant marked in chalk on the rink surface. Each contestant shall appoint a judge, and those three judges shall elect a referee. The referee will appoint a time-keeper. The judges shall start the contestants, and, together with the referee and time-keeper, follow them to the finish, marking all errors and counts, and timing such finish.

The starts shall be flying.

Should a contestant be dismounted, he will immediately remount behind the others, and ride up until he is the length of his front wheel ahead of the front wheel of the contestant nearest the finishing line, adjusting his position to the satisfaction of the referee.

For each time a contestant's front wheel goes clear outside his course, one second in time will be deducted from his record at the finish.

When both front and rear wheels are clear outside of the course, deduction from the contestant's record, at the finish, of one second will be made for each second both wheels are thus clear outside.

For each time a contestant comes to a stand still, one second will be deducted from his record at the finish for each second such stand still is maintained.

The contestant making the slowest time under above conditions wins the race.

In case the fifty yards distance is passed over under two minutes, the race will be declared void, and run over again.

Crank bicycles only, of regular patterns, admissible.

The medal for the race, which is offered by the Le Grand Rink, is to be worn by the winner of each contest, subject to the result of the next contest. The contestant winning the medal three times will become owner of the same, and this compact will be considered closed.

A former compact having been made, dated 26 December, 1884, between the parties hereto, containing rules materially different from those herein set forth, and one race having been run under those rules, it is agreed to allow that race to stand and count one in the series contemplated in this compact.

B. B. AYERS.  
E. F. BROWN.  
J. S. GIBSON.

CHICAGO, 15 January, 1885.

##### On Some Defects in Ball Pedals.

By "FARO," in *Tricyclist*.

THERE are, at the present time, so many tricycles which have been brought



to a state of comparative perfection, that the manufacturers find difficulty in improving the details of such machines, however willing and anxious they may be to be foremost in the competition for popularity by virtue of the increasing excellence of their wares. A point of great importance, which I have found to be sadly overlooked by some of the very best firms in the trade, consists in the defective arrangement of ball pedals for tricycles; and in the hope of inducing, if not suggesting remedies, I call attention to some points in which I have found cause for complaint.

Central-gear tricycles are comparatively free from the difficulties experienced with side-gear machines, and have the advantage of bicycle patterns for their pedals; but even with these styles of pedals some glaring imperfections occasionally manifest themselves. Leaving out of the question such defects as badly-made cones and rotten balls, as being defects of workmanship and material rather than of design, I find that, even in this age of enlightenment, the ordinary two-bar rubber pedal is still made without any provision against the turning round of the rubbers, so that a cyclist's foot is perpetually being slid forward on the pedal, and either slipped off altogether when drawing forward and backward, or only brought up by the shoe-sole becoming jammed between the two side plates. Some of the remedies for this which have been adopted are to substitute the two thick rubber bars by four bars of smaller diameter, to use square instead of round wires as cores for the rubber, and (in America) to use square instead of round bars of rubber. The last plan is, I should think, the best, but if patent considerations preclude its general adoption, there are other ways of remedying the evil. When four rubbers are used, the idea is that each couple of bars is so tightly jammed together as to prevent rotation on their cores; but, unfortunately, the workmen do not always appreciate this, but put the cores so far apart that the four bars can rotate as easily as two bars, the rubbers not being sufficiently squeezed together to prevent the rotation. With two-bar pedals, even if the wires are square, they are sometimes shouldered round to receive the thread for the nuts outside the plates, or to be riveted, as the case may be; the holes in the plates are also drilled round, so that, although the rubbers cannot turn round on their cores, the cores can turn round with the rubbers, their squareness not being continued through the plate. If the round shoulder was only turned as far as requisite for the nut, and if the holes in the plates were made square, the cores could not turn in the plates. But even if the cores were thus made rigid, I am told by a maker that their squareness would not prevent the rubber gradually wearing, or rather allowing the square corners of the core to cut it, so that the rubber would, after a time, turn round on its core. In such a case, I think an old

suggestion of mine might answer, viz.: to pierce holes through the rubbers at each end, and thread a stout piece of smooth wire through and through them, passing the wire diagonally across the central tube, and joining all together, thus absolutely preventing the rotation of the rubber. This latter plan could, of course, be adopted, if preferred, *instead* of taking any other of the precautions named; but it would not be so neat a job as the squaring of the cores. I would only adopt it, in fact, as a fall-back in the event of a rigidly square-cored rubber wearing loose, as threatened by my manufacturing friend.

Some bicycle-pattern pedals are also made with plain washers, or no washers at all, between the adjusting cone and the outer nut. The result is a general tendency for the friction to gradually or suddenly loosen the outer nut of the right treadle, and tighten the outer nut of the left treadle. It seems so absurdly simple a thing to point out the remedy that I would not mention it, save for ocular demonstration which I have had of the ignorance prevailing on the part of some makers. By making the washers with a D-shaped centre, and filing down one edge of the pedal-pin thread to correspond, the washer cannot be turned round on its pin; but can only slide on and off, so that the tendency of the friction to turn the outside cones round does not communicate itself to the outer nut, being arrested by the non-rotating washer.

To a certain extent, some of these observations apply to some side-gear pedals, but I now proceed to deal more particularly with the defects inherent in side-gear pattern ball pedals solely, which, from the circumstances of their being fitted on to a continuous pair of cranks, present more difficulties to the designer.

Here let me revert to what I wrote long ago about plain pedals on side-gear cranks. No maker—that I am aware of—has taken up my suggestion for a hinged pedal, which could be easily opened for cleaning and lubrication. An easily-opened plain pedal would, I said a year or two ago, be more successful on a side-gear tricycle than any existing ball pedal; and I reiterate that statement now. To remove four small and awkwardly-situated nuts, and take out a corresponding number of screws, in order to get at the split tube of a single plain pedal, and then to replace those screws and nuts, is too dreadful an operation to please the most patient of tricyclists; but if a pedal was made to hinge at one side, and to be secured at the opposite side by a simple catch or nut, it could be opened, the tube cleaned, re-lubricated, and replaced in a few moments, and would, thus clean and oiled, run as well as any, and better than most of the ball-bearing pedals we now have. Being so close to the ground, tricycle pedals come in for more incursions of mud than bicycle pedals—hence the

need for rapid cleaning facilities; and hence the rapid wearing out, and chronically bad condition of pedals which cannot be easily taken apart.

Passing over such ball pedals as are unadjustable, as being beneath notice, I may take it as granted that the prevalent, if not universal type of adjustable ball pedal for continuous cranks, is that first made, I believe, by the Coventry Machinists' Company, three years ago. In this class the pedal plates are not split, but are drilled large enough to slide easily along the crank into their desired position; coned collars are turned, or shrunk, or sweated, or keyed, or screwed on to the cranks to take the friction, and adjusting cones are screwed into the drilled and female-tapped pedal plates. Defect No. 1 arises in the threads of these adjusting cones being so exposed as to get rusty, so that, when it becomes desirable to tighten up the cones the hand is powerless to force the caps round, the rust having tightly fixed them in place. This is so, I find, even with Bown's latest pattern, which, although plated, gets rusty at the first wetting. A tool may perhaps be made which will grip the cone with sufficient power to force it round, but painting the threads would be a means of prevention which would obviate a resource to such heroic measures. Another fault with this class of pedal is that the rubbers and their cores are merely *put together*, instead of being rigidly fixed in place. I have already spoken of the rotation of rubber bars; and with this class of pedal the rubber bars and their cones are a source of trouble with the adjustment. I have two pair of Bown's make, but of another firm's fitting, in my stable at this moment; one pair is well fitted as regards the points under notice, although I had to rivet the nuts on myself; but the other pair has been a source of trouble to me, on account of the plates being only kept apart by the rubber. There is no central tube, of course, and the cores seem to have no shoulders whatever, so that it is possible, by merely tightening up the outside nuts on the core ends, to jam the two plates so tightly together as to prevent the revolution of the pedal; whilst, on the other hand, if a nut becomes loose, it allows the plates to go too far apart, jamming the balls between the cones again. In this case there ought to be a shoulder on each end of the wires which form the cores for the rubbers, accurately cut at such a distance as will insure the side plates being kept rigidly apart and perfectly parallel to each other; then the adjustment of the cones would not be interfered with in the manner described.

There are other points, perhaps, worthy of being brought under the notice of the manufacturers, and I hope to see some "Pen and Ink" contributions detailing such defects as I have overlooked. Making the pedals too small—i.e., the plates too close together—is a frequent cause of trouble; I do not

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

W. M. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN  
RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

ON A

59-inch RUDGE RACER, weighing 29 pounds.

## STODDARD, LOVERING & CO.

152, 154, 156 & 158 Congress St., BOSTON, MASS.

SEND FOR THE LARGEST CATALOGUE YET PUBLISHED, BEFORE ORDERING.

RELIABLE AGENTS WANTED EVERYWHERE.



## IMPORTANT NOTICE!

At the London Aquarium, in December, was held a competition by other makes of Small Wheels (the Kangaroo not taking part), and the BEST performance by the winner was 100 miles in 7 hours, 25 minutes, and 107 miles in 8 hours, thus not equalling the record of the Kangaroo.

The race at the Aquarium was on a PREPARED, BOARDED TRACK, and the riders had constant attention, whereas the record of the Kangaroo was made on the Turnpike Road!! Thus the

### KANGAROO Still Leads All Others!

We offer it as the ONLY real safety, as from its construction "headers" are impossible.

**WM. READ & SONS, 107 Washington St., Boston.**

SOLE AMERICAN AGENTS FOR BOSTON AND THE EASTERN STATES.

## BALLS ALL OVER. THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

**NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),**

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Botted Spokes, Finished Nickel  
Bright Paris, balance Handsomely Painted and Striped in Color and Gold.

50-Inch

\$125.

Every machine furnished with Handy Tool Bag, containing Oil, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

## THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

**THE SPECIAL SANSPAREIL ROADSTER,**

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

**THE SANSPAREIL LIGHT ROADSTER,**

The Strongest and Lightest Roadster on the market; Nickel and Enamel. 50-Inch, \$130.

**THE AMERICAN ROADSTER,**

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

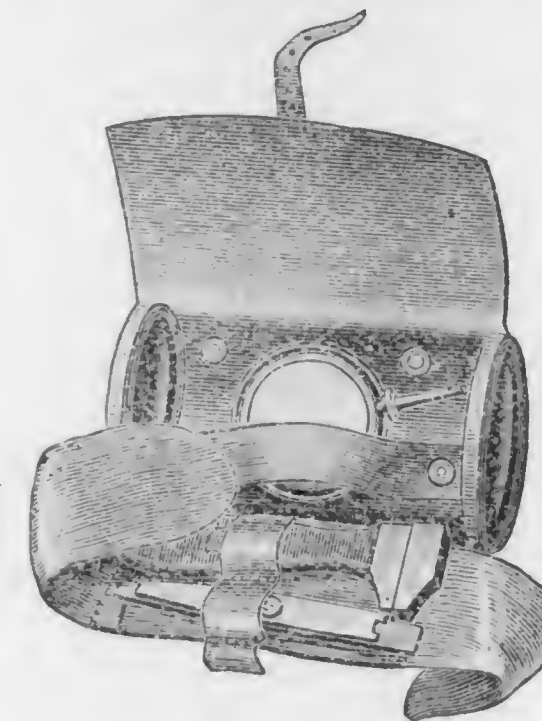
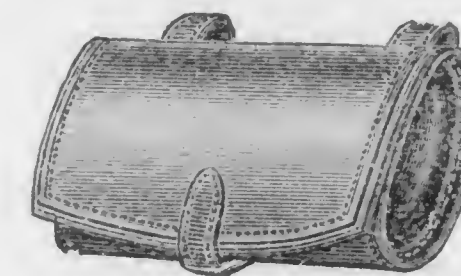
SEND STAMP FOR CATALOGUE.

**S. T. CLARK & CO., Importers, BALTIMORE, Md.**

experience it myself, not having an unusually broad foot; but a relative and several friends frequently complain that they cannot put their shoes fairly on to the pedals, through the side plates being too close together.

### MANUFACTURE

The Buffalo Tool Bag.



MESSRS. BULL & HAYNES, of Buffalo, N. Y., have sent us a sample of their new tool bag, of which the cuts above give a very good idea. We find that it possesses many of the requisites of a perfect bag, since it is small, light, and space is economized to a great degree. Its weight is four ounces, and its outside dimensions are 5 1/2 x 2 x 3 inches. Unbuckling a strap allows the flap to be thrown up and the front of the pocket to let down, when the whole interior of the bag is exposed, and the tools are easily reached. We are much pleased with the bag. It is neat and ornamental, and most thoroughly made. There is ample room for all necessary tools, and there can be no danger of rattling, for while there is room enough there is none to spare.

Safety Bicycles.  
II.

I pass by the Star, as too well known to need description, and also pass by a number of dead and forgotten geared-up bicycles which did not pretend to secure safety. One of the more recent, however, — the Dutton, — ranks with the Devon in being what may be called a semi-safety, the pedal action being vertical, and wholly between the wheels. This machine was driven by levers, hinged to a bracket projecting forward from the front fork; it worked with gear-wheels

and ratchets, and was geared up like the Star, it could not back pedal, but it avoided one of the faults of the Star by having the levers connected by a cord which passed over a pulley at the head, so that the descending leg pulled up the ascending one.

The "Shadow" of 1879, which was to "fit" at thirty miles an hour, was one of a tribe that come like shadows, now and then, and like shadows disappear again into the region of the unrealizable.

I come now to the machine which has wrought considerable disturbance lately, the Kangaroo. There is a regard for fitness in the American nick-names of Hopper and Kangaroo, as applied to the "Extraordinary and Star, for the levers of the former do suggest the movements of a grasshopper's hind-legs, and the kangaroo has short fore-legs with long hind ones, the latter being his "driving" power; but the suggestiveness of the English Kangaroo name is beyond me. Names are becoming scarce, however, and one hard-pushed maker waxes with "Jumbo" bicycles and tricycles a wheeling public that cries for lightness.

Mr. Hillman's first advertisements claimed that "as long ago as August, 1870, he, in conjunction with the late Mr. Starley, patented a similar machine." As to this, it is only a matter of how much similarity must exist in order to make one thing "similar" to another; an elephant and a mackerel have two features in common, — each has a tail, and each has a head, — are they similar? The machine patented at the date named was complicated, and, although my respect for Mr. Starley's inventive genius is great, I must pronounce the invention practically valueless. The machine was geared up, but there all the similarity ceases. It did not pretend to be a safety bicycle, and could not have truthfully made such pretence; the device was applied to a full-sized wheel, and could not have been applied to any other.

If the Kangaroo is advertised on the strength of this reference to 1870, as the "original perfect safety bicycle," the claim must fail; if the claim is on the patent of 1880, the machine is still ranked by several now in existence, and a number which are not. And as I see my neighbors advertise that it "has a 22-inch rear wheel, larger than any other," and has "also its seat farther back than any other," might I venture to remind them of the peculiarity of rake and position of seat in the 'Xtra, and also that the Facile and the 'Xtra have always had 22-inch rear wheels? As to its being the "perfect" safety bicycle, I recognize its merits and its ineradicable defects; but then all we crows in the trade think our own young ones the blackest and glossiest, and all these things are advertising.

The Kangaroo is simply the Hall Safety, which appeared in market in 1881, and went out again in the same year. It was advertised in the *Cyclist* of 23 February,

1881 (and other dates), and was described in the 1881 "Indispensable," where it was also advertised as "the only bicycle which combines safety and speed." It was patented by Joseph Hall, of Sheffield, 15 November, 1880. In every material particular it was identical with the Kangaroo-Hall of to-day, but was built with gear wheels, three on each side, an intermediate wheel changing the motion; the fork-extension also had two jaws, like a table-fork, between which the gear wheels were carried, and this form of construction was better than the present one. The patent, however, illustrates and describes the present driving with chains, and claims both methods, so that the anticipation is complete at every point.

As long ago as 1 July last, Mr. Hillman advertised the United States as one of several countries where "all the points vital to the efficiency of this machine" are secured by patent. I have been unable, however, down to 16 December last, to find any American patent on record. The Hall patent could be issued here, but it is, of course, an absolute estoppel on any later inventor. As the Kangaroo possesses no novelty whatever, any protection it has (beyond some small details of manufacture) must come in under the Hall patent, which Mr. Hillman may have bought. On the other hand, I do not know that the legal requirements for completing the patent in England were complied with, and I incline from movements in the trade to think they were not; in that case the patent is *nil*, and the machine open to the world.

The Kangaroo 100 miles on 27 September I am not disposed to belittle. But I am informed that "a strong south wind was blowing; the road selected was not the Bath road (over which the previous records were made) but probably the best and most level hundred miles in England. In fact the whole circumstances were favorable to gearing." This view of it is confirmed by the published report that "there was a good breeze blowing from the southwest, the course being north-east"; and also by the remarkably good time made by everybody who on that day went over the course. A tandem did it in 8.11.45; a Sun and Planet did it in 9.26.11; a Facile did it in 8 h., beating all the Kangaroos but three; a "Cripper" did it in 7.32.55; and a *tri-cycle* did it in 7.35, both these two beating all the Kangaroos but one.

On 4 October, Adams again broke all twenty-four hour records whatever by doing 266 1/2 miles on the Facile, winding up with riding 5 1/2 miles more to his lodging place. On 23 October, Oxborough (who on the previous occasion did 234 miles, although only a third-rate man on the Facile) took a try at the hundred-mile record, making the distance in 7.31. The first 10 miles were done in 33 1/2 m., or at 17.91 miles an hour; the first 21 were done in 1.15, or at 16.78 miles an hour; the last 10 were done in 34 m., or at 17.65 miles an hour, so that the rider had plenty of "go" left in him.



I believe the Facile as now built, without gearing, can do 300 miles within a day and night, and 100 miles within 7 hours.  
JULIUS WILCOX.

#### Ixion's Road Record, 1884.

	Bicycle.	Tricycle.	Total.
January .....	8½	12	20½
February.....	25	76	101
March.....	11	171	182
April.....	266	254	520
May.....	130	242	372
June.....	200	252	452
July.....	290	326	616
August.....	379	69	448
September.....	214	104	318
October.....	202	145	347
November.....	81	341	422
December.....	70½	179	249½

Total, 1,884; Bicycle, 1,877; tricycle, 2,171 miles — 4,048 miles.

Machines ridden: *Humber*, 1,100; *Rucker*, 646; *Humber Tandem*, 613; *Pony Star*, 505½; *Yale*, 422½; *Rucker*, 347; *Rucker Tandem*, 127; *Facile*, 79; *Victor*, 68; *Sanspareil*, 45; *Traveller*, 26; *Kangaroo*, 26; *Cheylesmore Sociable*, 15; *Rudge*, 10; *American Club*, 10; *Humber*, 6; *Columbia*, 2.

(Tricycles in *Italics*.)

#### CURRENTS CALAMO

##### One Tendency of Club-Houses.

"Nothing like our luxurious club-houses can be found in England."

Out! great is the joy of a *Capital boy*  
Who belongs to the club of the nation;  
For that's what he says is the fact when he praises  
His club with some exaggeration.

And their house — I should smile; it is finished in style,  
With never a trace of monotony;  
And a gay *portiere*, and shed in the rear,  
Where they'll keep all the trikes, when they've got any.

And the hard polished floors, and the classical doors,  
Which never will shut without planing;  
And the stand where the fellows can leave their umbrellas,  
And miss them whenever it's raining.

And then you should view the library, too,  
Where the members can read if they've got to;  
Mostly "Seaside," I guess, and possibly — yes  
We've Irving, and Dickens, and Scott, too.

And our wheel-room! oh, dear, you ought to come here  
To see all the cycles displayed there,  
And the oil and the waste, most carefully placed  
On the floor; and for months they have laid there.

*Au seconde*, that's a word you never have heard,  
But it's French, and it means "second story";  
There all who are able play pool on a table,  
And thereby, at times, win much — glory.

Then up some more stairs — the lift needs repairs —  
Lift is English, and therefore O K;  
When, as at this time, "elevator" won't rhyme;  
The word I have used is *an fait*.

But it's certainly curious, with all these luxurious  
Surroundings where we are abiding,  
House, fittings, and so forth, *we seldom do go forth*  
To do any bicycle riding.

Our captain's all right, and, Saturday night,  
Keeps calling club runs with persistence;  
And never will curse you if the force of inertia  
Acts precisely like active resistance.

Now, the English, you know, are deucedly slow  
In the matter of club-houses tasty,  
But I think it's conceded — no argument needed —  
On the road they're remarkably "hasty."

Of my club I am proud, but I hope I'm allowed,  
With my name kept securely in hiding,  
To gently suggest that perhaps it is best  
For a bicycle club to go riding.

"COLE DAY," C. B. C.

WASHINGTON, D. C., 13 January, 1885.

We will warrant that our English cousins will need all their wisdom to successfully legislate on the makers' employees' question.

"Our Camp" is in hand. The demand for it has been very large, and orders are still coming in.

THE sound of the "buzz" will no longer be heard in the land. The new Star will have a noiseless clutch. W. W. Stall has one of the 1885 machines on exhibition. Many radical changes have been made, and we think the machine will make a good record for itself the coming season.

A DORCHESTER bicycle rider is the father of thirteen children. He is entitled to the best on record till further returns come in.

THE Park Commissioners of San Francisco have made strict rules regarding the use of bicycles in the park. Among other regulations is a prohibition of riding "legs over" on penalty of a fine of \$5.00. Tricycles are recognized as vehicles, and allowed to go anywhere that a carriage does.

No less than 37,796 cycles passed through Fairmount Park, Philadelphia, in 1884, an increase of 9,754 over 1883. Of two hundred and forty-six parties ejected, thirteen were cyclists, two being so treated on account of not being provided with lamps, and eleven for having no gongs. Of one hundred and eleven persons injured, five were wheelmen. There were forty-nine runaways, and but four were caused by cycles. One bicycle was broken in a collision.

MR. LAWRENCE F. ABBOTT, late of *Outing*, has sailed to Australia to recuperate.

THE latest thing in the oil-can line is one that, by an automatic arrangement, requires no cap to prevent leakage.

AMONG the inventions advertised in an exchange as patented, but wanting capital for development, is one, the announcement of which runs as follows: "Amphibious tricycle. Can be worked on the road or cross rivers without getting off the machine. Can be made single or sociable, combining all sport with road travelling. No harder to work than the ordinary machine, and no heavier. Want help to put it on the market."

A. L. ATKINS, Esq., has been appointed consul for Boston. He may be found at 597 Washington street, and wheelmen are requested to make him useful to them, a thing which he has the ability and the will to do.

BETTER still for Hazleton, Pa.: Her third addition to the Bermuda party is her pioneer wheelman, S. D. Engle. What other town with less than 10,000 inhabitants sends half her cycles?

BICYCLISTS throughout America have cause to mourn the sudden death of the Hon. Schuyler Colfax, for he was a zealous friend of the wheel and of wheelmen. On Thursday, 8 January, Mr. Colfax was passing through Chicago on his way to fill a lecture engagement at Mankato, Minn., where death overtook him in the form of heart disease. While in this city he paid his usual friendly call upon Mr. J. O. Blake, Chief Consul for Illinois, and a warm personal friend, and in the course of the conversation Mr. Colfax learned that upon a certain railroad free transportation to bicycles was refused. "Why," said he, "I think that can be arranged. I am well acquainted with the General Passenger Agent, and I'll go and see him about it." He did so, and the result of his friendly interposition was the issue of an order for the free transportation of bicycles as baggage on this road. It is a singular coincidence that Chief Consul Blake received notice of this order about eleven o'clock last Tuesday forenoon — almost the identical hour of the death of Mr. Colfax in Mankato. — *Mirror*.

WE must beg to partly recall our recent item to effect that "Bicycle Corner" will pass away. Although the "Pioneer" firm has changed its quarters, the more recent one will stay, although now reduced by withdrawal of the junior partner.

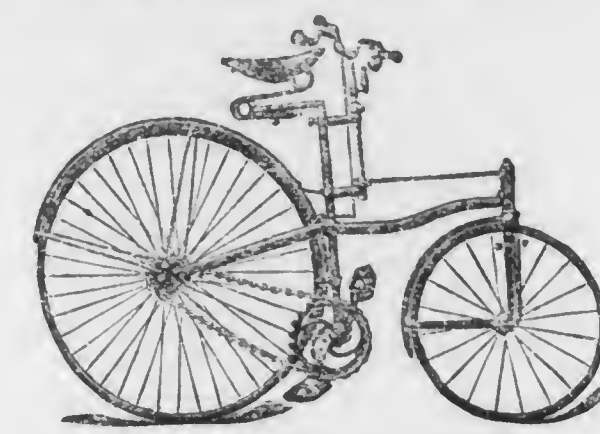
OUR readers will note the change in the firm of Stall & Burt. Mr. Stall, the successor of the firm, has been senior partner and manager since its formation, in 1883, and has made a specialty of the Star bicycle, introducing it largely in this part of the country. The partnership having dissolved by limitation, Mr. Stall takes the retail business, and Mr. Burt will go into wholesale importing.

WE have just received by cable an account of the result of the famous Bown v. Humber case. As is known to our readers, Mr. Bown lost the first suit through a witness, brought to testify that he had a bicycle with adjustable bearings, made prior to the Bown patent. Mr. Bown at once appealed the case, and on Friday last the verdict was rendered in his favor, and his patent re-established on a firm footing. This will be unwelcome news to the many makers in England who have presumed on Humber's ability to defeat this patent, and so have made bearings which infringe the patent. We shall be anxious to know what steps will be taken by the American owners of the patent.

## SAFETY BICYCLES, NEW AND OLD.



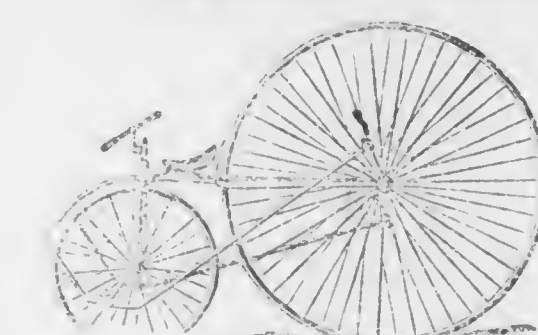
LAWSON'S ORIGINAL.



B. S. ARMS CO. NEW.



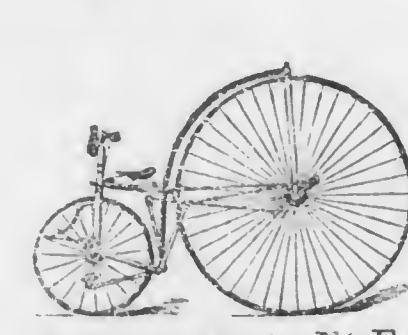
SALAMAN'S "PONY."



LAW'S ORIGINAL "SULTAN."



THE "DEVON."



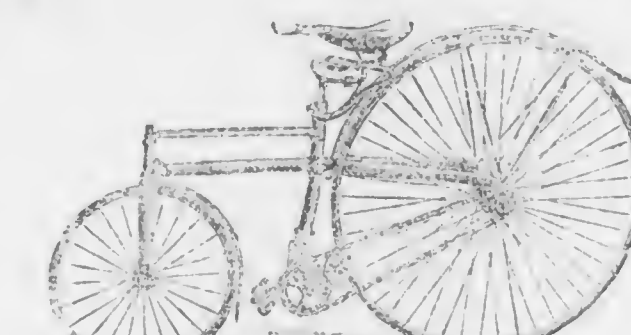
THE "CHALLENGE."



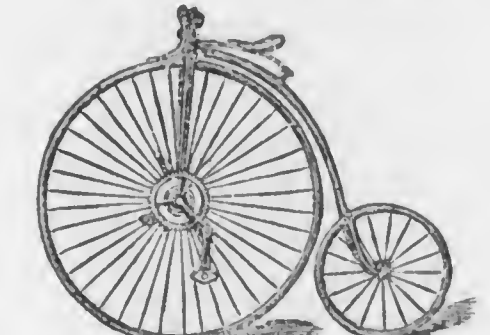
PAUSEY'S "PIONEER."



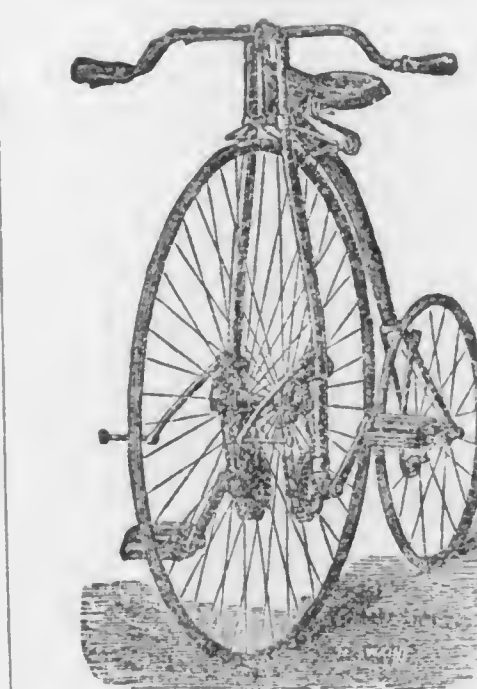
RUDGE'S "BICYCLETTE."



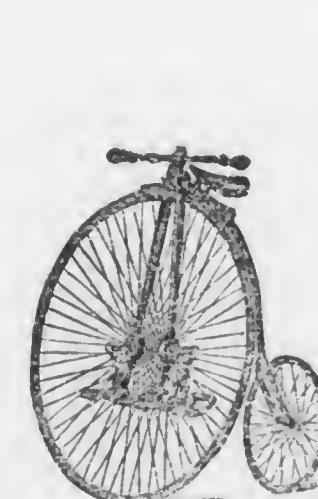
TABOR'S "ANTELOPE."



"SUN AND PLANET."



"KANGAROO."



"FACILE."

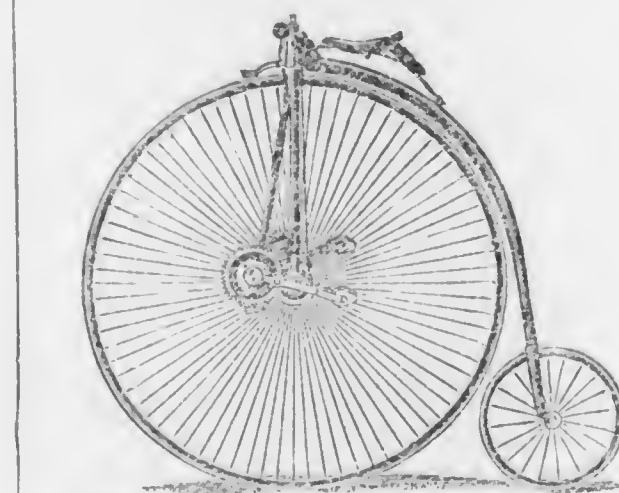


"STAR."

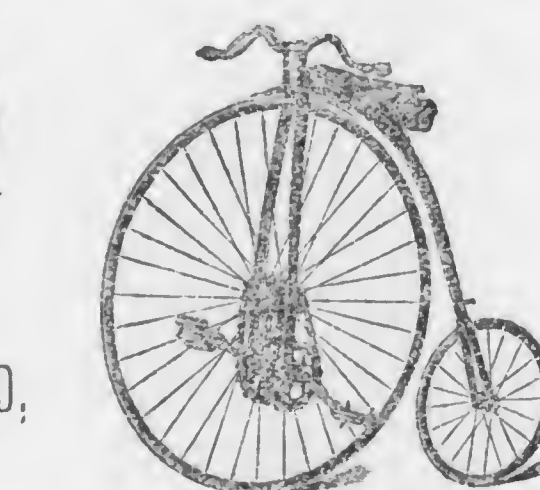


THE "PARAGON," OR HALL.

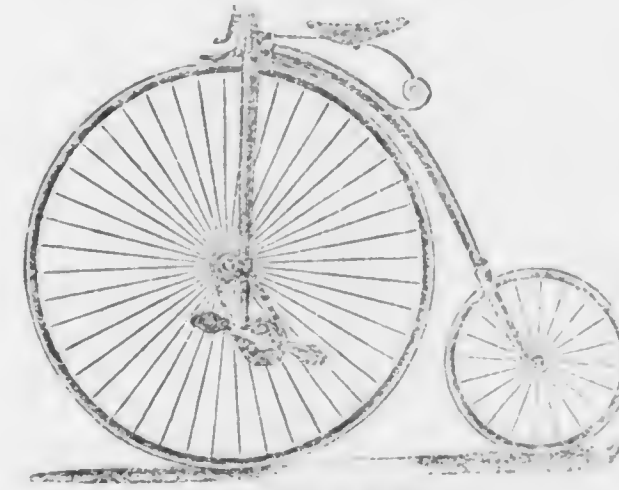
BICYCLING WORLD,  
1885.



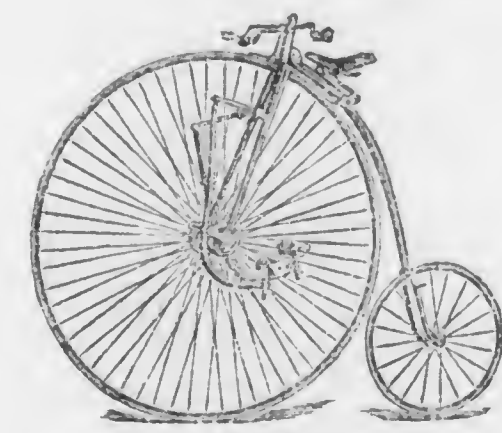
THE "DUTTON."



"RUDGE."



"CLUB."



"XTRA."



"ATLANTIC."



C. T. C. members are requested to remit for renewals according to the directions laid down in the C. T. C. column of this paper. The *Gazette* contains a renewal blank calling for a remittance to England, but it is not necessary to do this, and American members may follow the regular custom.

WM. READ & SON report sales of the "Kangaroo" amounting to one a day. A good record for this season.

CHICAGO is struggling hard to get up new rules for a slow race. The contest is stupid enough under the old rules, which are of the simplest kind, and we see nothing in the new rules to make it otherwise. We do not believe in the stopping business under any consideration.

Do not fail to read Faed's article on Ball Pedals. It will well pay the trouble.

"OUR CAMP" is *in tents* ly interesting. We have been canvassing for a joke like that for many weeks.

WHY not get up a race between the sovereigns? The czar has bought a trike; so has the sultan of Turkey; and Queen Victoria has got some half-dozen or more of them. Our money goes on the sultan.

IF the sovereigns should go in we should expect to see a good many Rex.

WE have had several claims for the first ride in 1885. The honor, we think, belongs to one of the Worcester-Eolus wheelmen, who rode his wheel on the road from 11.30 P. M., Dec. 31, 1884, until 12.10 A. M., Jan. 1, 1885. We can't give his name, and we don't know what he was doing out so late, but we suppose he can give a good account of himself.

THE Keen testimonial has reached the sum of £40.

#### RACING NEWS

At the recent slow race in Chicago, a new rule was employed, reading thus: "Every time a stand still is made the rider shall be penalized one inch." The winner was an adept at the stand still feat, and used it to win. The rule was a poor one.

MEMPHIS, TENN., 5-11 January. Professional six day race, eight hours each day. W. J. Morgan (1). 450 miles; T. W. Eck (2). 415 miles; Louise Armadindo (3). 343 miles; W. M. Woodside (4). 285 miles; J. S. Prince (5). 287 miles.

On 15 January, Mr. John W. Wilson rode six and one-eighth miles at the Institute Rink on one wheel of a Star bicycle. He was timed at 38m. 4s. by K. A. Skinner and Richard Alden. Mr. Wilson has been doing the unicycle act on the Star for many months, and is doing it well.

KANSAS CITY Wheelmen were so well pleased with the success of their recent tournament that preparations are already being made for another, to be held next spring.

AURORA, ILL. The "Aurora Wheelmen" were organized 18 May, 1884, with a membership of seven. We have now twenty-two members, and expect to obtain recruits when the riding season opens from the fifteen or twenty unattached riders here. We are in the heart of a gravel region, and consequently have fine roads. Two years ago the town appropriated and expended \$25,000 in rebuilding our roads, so that now we have the finest in the state. 5 January, we elected officers as follows: President, E. S. Frazier; vice-president and captain, G. I. Tuttle; secretary and treasurer, E. A. Fitzgerald; first lieutenant, John Plain; second lieutenant, Charles Alexander. "2073."

THE Ariel Wheel Club, of Poughkeepsie, held a very interesting tournament indoors at the Casino Rink, 15, 16, and 17 January. The club drills with and without lanterns were well received. The club were assisted by Mr. George E. Hutchinson, the new professional rider, who gave a most excellent exhibition. His tricks are new, and were neatly and gracefully executed. On Friday evening, Master Thomas R. Finley added not a little to the pleasure of the evening's entertainment. He is a perfect master of the Star. Winthrop Simpson, of the Ariel Club, gave exhibitions of fancy riding. There were races each evening as follows: One legged bicycle race, won by Frank H. Adriance. Time race, won by Frank Osborne. Novice's race, won by Charles L. Lumb, and an obstacle race, now by A. N. Shafer. Through the efforts of the boys the people of Poughkeepsie were afforded a rare treat, and though the weather was most disagreeable and stormy every day, the tournament was fairly successful financially.

THE Fourth Annual Tournament of the Springfield Bicycle Club will be held on 8, 9, 10 September.

#### WHEEL CLUB DOINGS

##### Massachusetts Club's Dinner.

THE annual dinner of the Massachusetts Club was held at Young's Hotel, on Tuesday evening last. President Henry W. Williams called the assembly to order after cigars had been reached, and, as usual, proceeded to review the condition and records of the club. The average age is exactly thirty years. There are over one hundred and eighty members, but by the time the club will be installed in the new home on Newbury street, the number will be over two hundred. Thirty-seven and a half per cent of the members are married, while sixty-two and a half per cent are single. Last year the number of single and married men was almost even. The average size of bicycle ridden is 52 inches. The favorite machines, in the order of preference, are the Expert Columbia, Rudge, British Challenge, and Royal Mail. The favorite tricycles are the Columbia and the Rudge. Two or three years ago members pre-

ferred nickeled machines; now the enamelled is the favorite, and there are but six whose choice is the nickel. The riding record for 1884 is 104,451 miles, the best ever made by this club, and far better than any ever made in the country. This is an average of five hundred and ninety miles for every member. The number of miles covered in the previous season was 62,600, and the average for the three preceding seasons was 65,000 miles. The three best records were made by Rev. S. H. Day, of South Abington, Henry W. Williams, and E. P. J. Morton. Twenty-three members have ridden over 1,000 miles. Henry W. Williams leads with 13,366 miles; W. V. Gilman has covered 12,000 miles, and H. D. Corey over 10,000 miles. Ninety-two and one half per cent ride bicycles, seven and a half per cent ride tricycles, fifteen per cent ride both, two and a half per cent ride the Star bicycle, and one member rides a quadricycle. The president, in closing, referred to the new clubhouse in glowing terms as being without doubt the finest in the world. The speakers following were:—

Messrs. A. S. Parsons, past president; E. W. Pope, captain; Col. Albert A. Pope, President of the Massachusetts Bicycle Club Corporation; W. S. Slocum, Charles E. Pratt, the only honorary member of the club; C. P. Shillaber, George W. Morse, Frank A. Elwell of Portland, leader of the Bermuda and Maine tourists; George Pope, and many others.

##### Albany Wheelmen.

THE annual election of the Albany Bicycle Club, which takes place 5 February, will be very exciting, if one can judge from the vigorous canvas being carried on at present. The chairman of the opposition is giving his entire time to it with fluttering results, feeling confident of the success of his ticket. The regulars seem to think that they have a sure thing, but time will tell who the popular ones are. Following are the tickets:—

##### REGULAR.

President, D. W. Shanks.  
Vice President, Wm. H. McNaughton.  
Secretary, F. B. Holdridge.  
Treasurer, E. J. Wheeler.  
Financial Sec., H. Gallien.

Captain, J. G. Burch, Jr.  
1st Lieutenant, F. B. Hubbard.  
2d Lieutenant, H. Smith, Jr.  
Standard Bearer, H. Martin.  
Bugler, C. Ross.  
Surgeon, J. H. Skillicorn, M. D.

##### For Trustees, Three Years.

Anthony Gould.  
Geo. P. Whitney.  
J. W. Eaton, Jr.

ROBT. C. FOLGER,  
Chairman Nominating Committee.

#### OPPOSITION.

President, Louis W. Pratt.  
Vice President, Henry Smith, Jr.  
Secretary, F. B. Holdridge.  
Treasurer, E. J. Wheeler.  
Financial Sec., W. B. Safford.  
Captain, A. H. Scattergood.  
1st Lieutenant, C. L. Gove.  
2d Lieutenant, E. W. Vine.  
Standard Bearer, H. Martin.  
Bugler, C. Ross.  
Surgeon, J. H. Skillicorn, M. D.

##### For Trustees, Three Years.

Anthony Gould.  
Geo. P. Whitney.  
J. W. Eaton, Jr.

CHAS. E. COUNTRYMAN,  
Chairman Nominating Committee.

By reference to the tickets, one can readily see who the opposition desire to have fill the offices, as they have endorsed several of the regulars. The presidency is the office most sought for. In either event harmony will prevail.

Yours, truly,  
LIEDERKRANZ.

THE Greenfield Wheel Club will give a concert and ball to February.

At the meeting of the Chicago Bicycle Club, 13 January, the following named gentlemen were elected to fill the offices of the club for the coming year: President, T. S. Miller; vice-president, J. P. Maynard; secretary and treasurer, S. H. Vowell; captain, W. G. E. Pierce; quartermaster, A. G. Bennett. Messrs. Miller, Vowell, and Pierce were re-elected.

The new directors of the Springfield Bicycle Club are Messrs. Ducker, Charles A. Fisk, Sanford Lawton, M. H. Jordan and W. C. Marsh. They were to meet on Wednesday evening to elect a president. It is said to be a foregone conclusion that Mr. Ducker will be compelled to assume the honor.

THE San Francisco Club held its annual meeting, 8 January. The following officers were elected: President, Columbus Waterhouse; captain, Harry A. Greene; first lieutenant, Henry C. Finkler; second lieutenant, Chas. L. Leonard; bugler, John Gibson. Club committee, H. C. Eggers and J. W. Kerr. The members then adjourned to the banquet hall, where they enjoyed a bountiful supply of that which was good to eat and drink. The last champagne cork was fired after twelve o'clock. A feature of the proceedings was the cordial indorsement of the BICYCLING WORLD for its independent and intelligent defence of the wheelmen.

PRESIDENT DUCKER must have felt proud of the unanimous vote he received for director of the Springfield Club, despite his earnestly expressed desire to withdraw. The vote was carried with enthusiasm, and the club's appreciation of his untiring efforts in its behalf was forcibly expressed. Mr. Ducker is one

whose courage is not to be daunted. He will undoubtedly stick to the club till it is in pleasant sailing again.

At the annual meeting of the Ariel Wheel Club, of Poughkeepsie, N. Y., held 13 January, 1885, the following officers were elected for the year 1885: President, I. Reynolds Adriance; secretary and treasurer, Chas. F. Cossum; captain, Frank J. Schwartz; lieutenant, Graham L. Sterling; bugler, Frank H. Adriance; executive committee, Hiram S. Wilkie; A. N. Shafer.

THE Northampton (Mass.) Club will hold its first ball, 4 March, at the Skating Rink.

At the annual meeting of the stockholders of the Rutland Club, officers were elected for the ensuing year as follows: A. S. Marshall, president; F. G. Tuttle, treasurer; G. H. Emery, secretary; directors, A. S. Marshall, Wayne Bailey, F. G. Tuttle, N. R. Baily, G. H. Emery, J. R. Bates, C. G. Ross, H. C. Townsend, F. H. Richardson, W. W. Burr, and F. W. Knapp.

THE annual meeting of the Ariel Club, of London, Ont., was held 8 January. President J. D. Keenleyside in the chair. The secretary-treasurer, W. M. Begg, read a very satisfactory report. The total distance made in the club runs was 943 miles; aggregate miles by the club for the season, 6,410. The shortest run in one day was four miles, and the longest eighty-four. The five highest for club runs are as follows: George Forsythe, 709; James Lambie, 639; J. D. Keenleyside, 577; Geo. P. Lillie, 524; W. M. Begg, 499. As the club is composed of twenty members only, the Ariels claim it is the best record of any club in Canada. The officers for the next season are: President, Geo. E. Forsythe; vice-president, J. L. Fitzgerald; secretary-treasurer, W. M. Begg; captain, J. A. Muirhead; first lieutenant, Jas. Lambie; second lieutenant, J. D. Keenleyside; standard bearer, R. J. Osborn; bugler, Chas. Mountjoy.

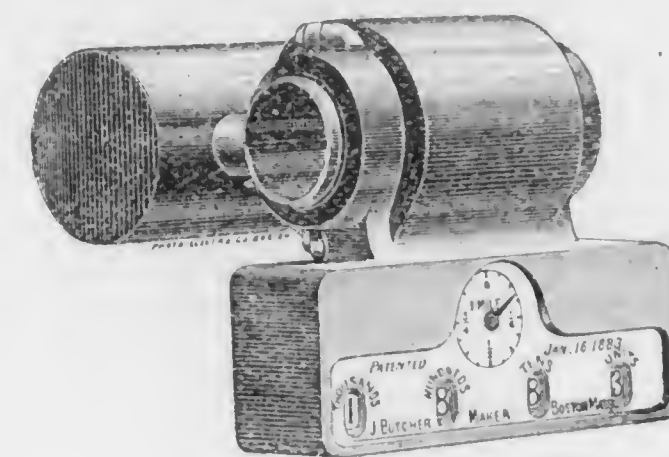
E. O. WINDSOR, secretary of the Massachusetts Bicycle Club, has been appointed chief clerk of the railroad mail service between New York and Boston. His change of business will probably necessitate his resigning from the secretaryship of the club.

THE Citizens' Bicycle Club has a membership of eighty-six. Among its ranks are five lawyers, three journalists, three dealers in bicycles and tricycles, two physicians, one Catholic priest, one dentist, three leather merchants, and three soldiers.

THE Germantown Club has removed to 2,314 Fairmount avenue, where they have taken an entire building and fitted it up in elegant style. At the annual meeting and election 2 January, the following officers were elected: President, J. Whitall Nicholson (fourth term); vice-president, Frank Read; captain, F. S. Harris; secretary and treasurer, G. D. Gideon.

## THE BUTCHER CYCLOMETER For 1885.

With improvements resulting from a year's experience.



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(fourth term). The club has on its rolls an active membership of fifty; has card parties at the club-house, evenings, twice a week, and never was in better condition, nor so active at this season.

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Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

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*Illinois*.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.  
*Massachusetts*.—F. Alcott Pratt, 31 Chestnut street, Boston.  
*New Hampshire*.—W. V. Gilman, R. C., Nashua.  
*New Jersey*.—Dr. G. F. Marsden, Red Bank.  
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*Ohio*.—Alfred Ely, 873 Prospect street, Cleveland.  
*Pennsylvania*.—F. S. Harris, 718 Arch street, Philadelphia.  
*Rhode Island*.—J. A. Cross, Valley Mills, Providence.  
*Wisconsin*.—R. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): J. C. Stevens, Portland, Me.; D. L. Farr, Holyoke, Mass.; Herbert Fennel, Holyoke, Mass.; Geo. E. Dutton, Augusta, Me.; John B. Fisher, 339 West 83d street, New York.

APPOINTMENTS.—Consul for Fort Wayne, Ind., S. A. Burrows, 21 Columbia street; State consul for Maryland, S. T. Clark, 2 Hanover street, Baltimore, Md.; hotel for Rutland, Vt., the Bardwell House.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
N. B.—Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

CHAS. F. WILSON.—A man who uses a machine abroad can bring it to America duty free, but he must sign a statement that he does not intend to sell it.

I. R. A.—Thanks for kind words. Shall we send paper to Florida?

K. K.—They were correct. It will depend upon the amount of work required.

J. A. SPREAD.—Having done something of the kind, you are a better judge than we. We have no idea what the demand for such things is.

C. E. STONE.—Have sent paper to W. E. B. and to A. D. L.

W. LEMMON.—Your communication received. Will use next week. The hints are valuable.

C. F. C. Ponglikepsie, N. Y.—Thanks for communication.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

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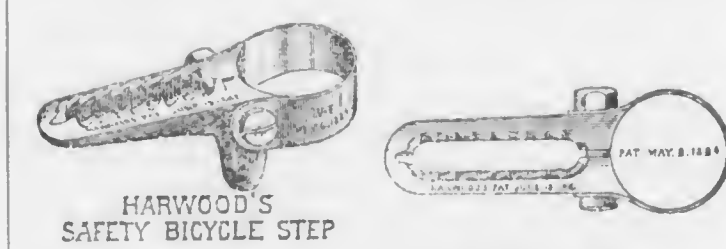
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It is handsomely bound in cloth with gold and black markings.  
It has one hundred pages, gilt edge.  
Three hundred selections from the poets in regard to the wheel.  
Three hundred cards or spaces for the autographs of cycling friends.  
Three hundred engravings, illustrating each quotation.

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Box 381, Worcester, Mass.

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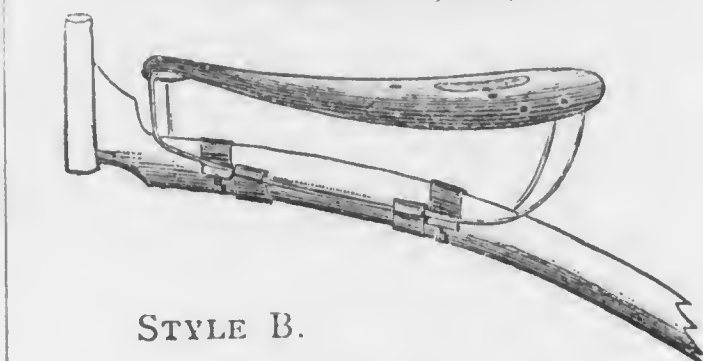
DESIGNED AND COMPILED  
For Collection of Autographs.

It is handsomely bound in cloth with gold and black markings.  
It has one hundred pages, gilt edge.  
Three hundred selections from the poets in regard to the wheel.  
Three hundred cards or spaces for the autographs of cycling friends.  
Three hundred engravings, illustrating each quotation.  
Price, One Dollar, Postpaid.

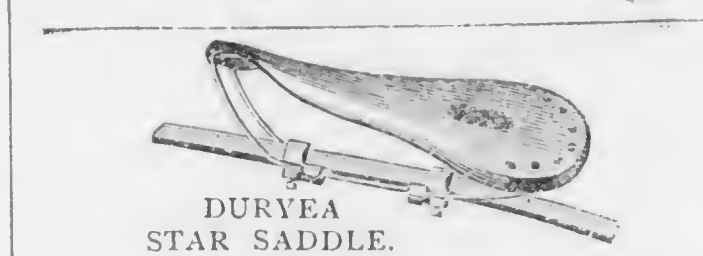
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Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKELPLATED, \$3.75. SPECIAL TERMS TO DEALERS. Reliable agents wanted.  
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PORTER, with patent alligator clasp; the latest  
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more or less as they have been happening in the  
wheel world during 1884, and previous years. The  
eccentricities, follies, and notable doings of cyclists are  
treated of in an original and laughable vein; every  
feature of the cyclists' sphere is touched upon in a  
humorous fashion, and representative yarns are spun,  
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which never allows the interest to flag.

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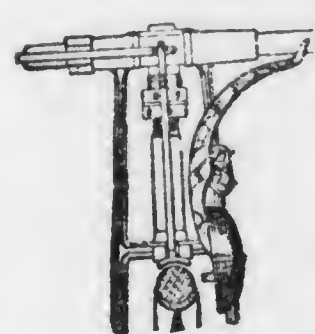
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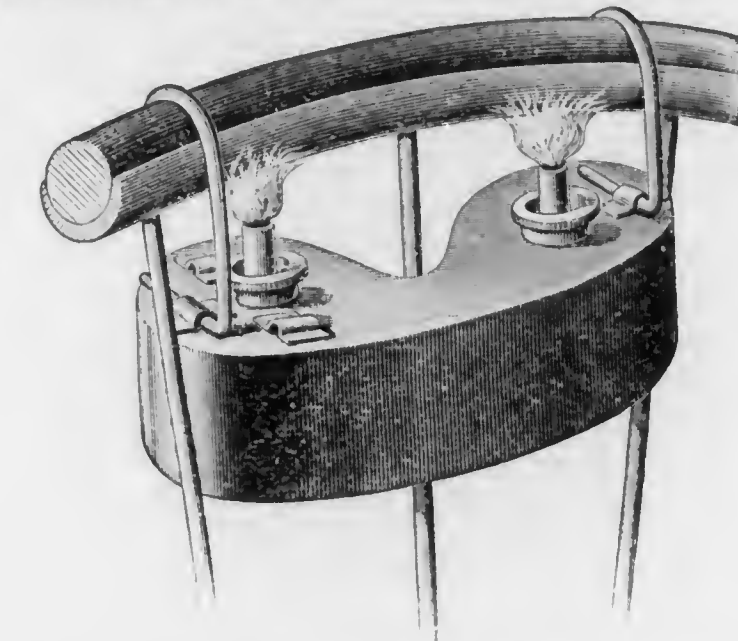
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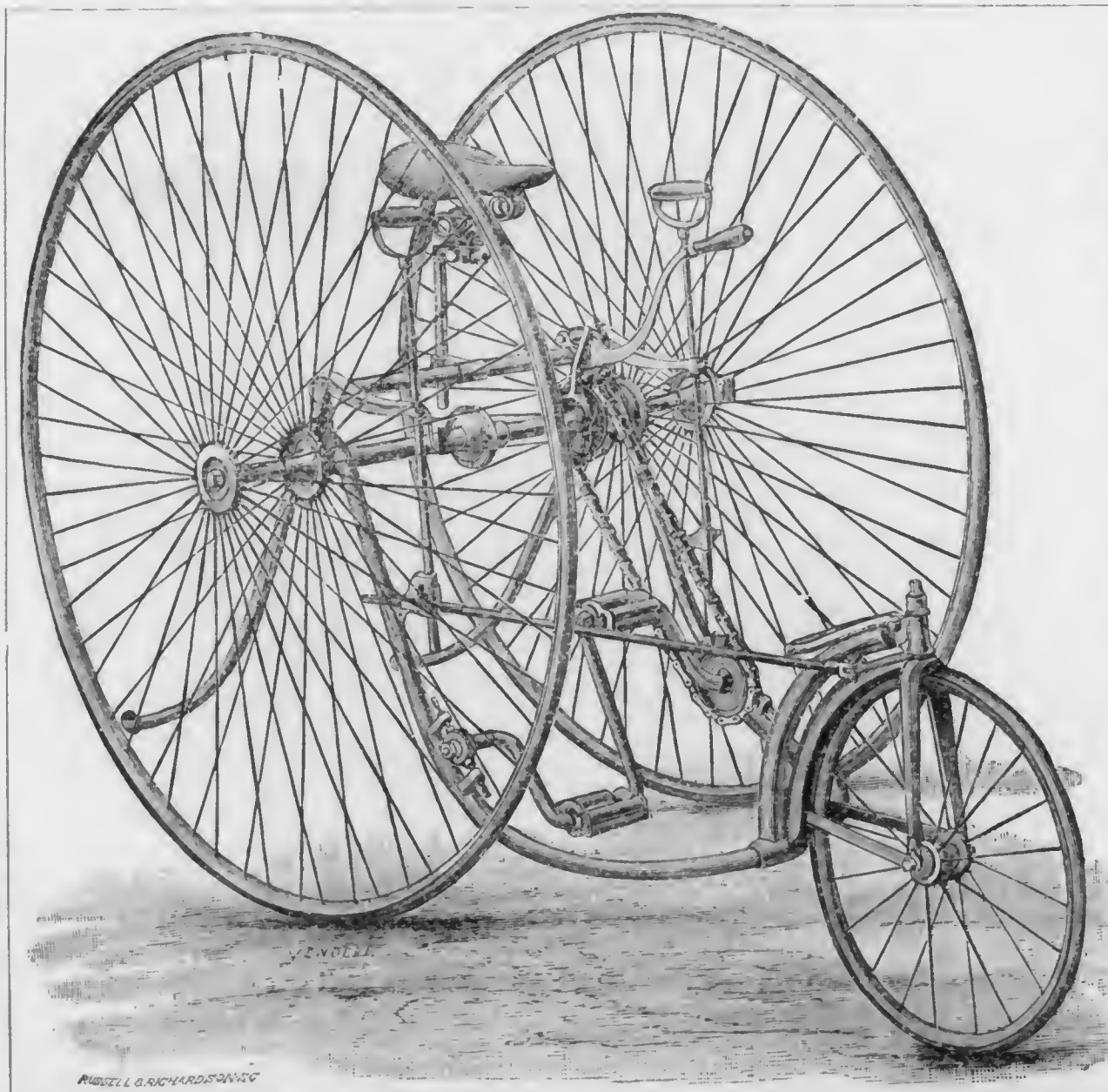
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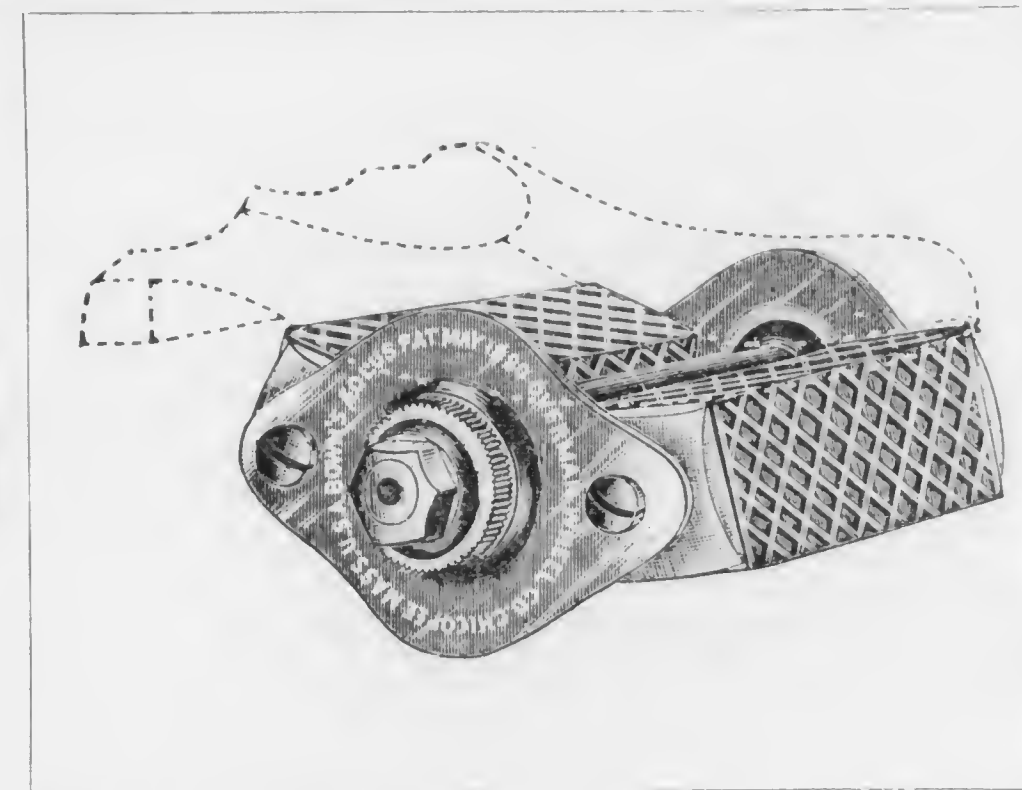
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Volume X.  
Number 13.

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BALL PEDALS  
FOR  
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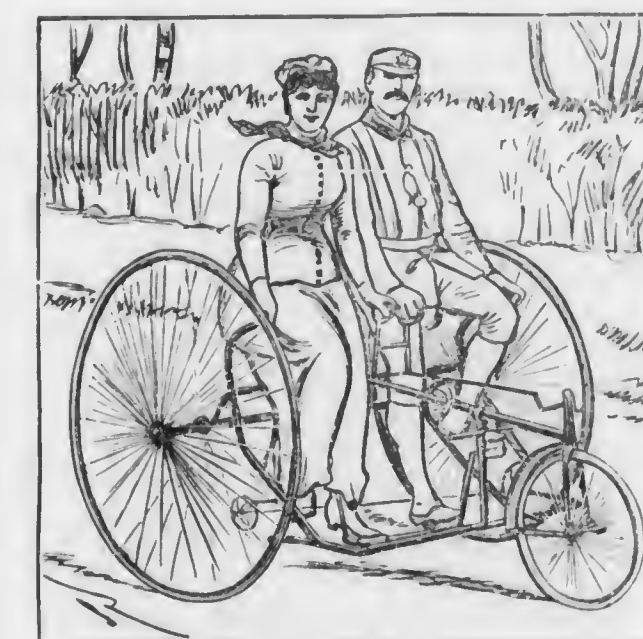


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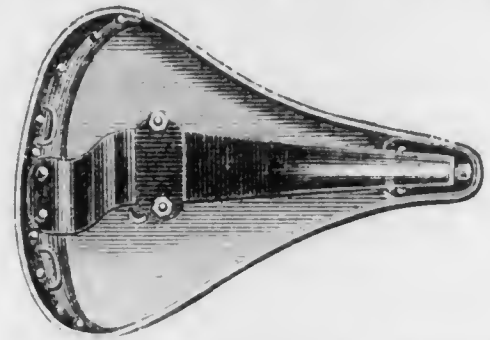
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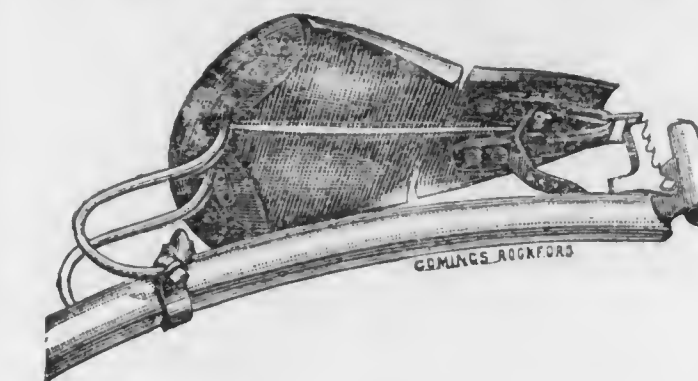
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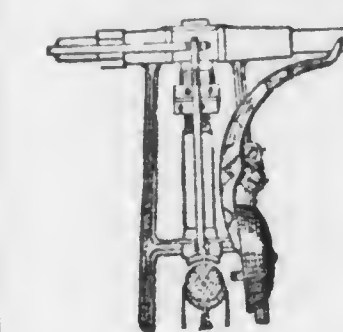
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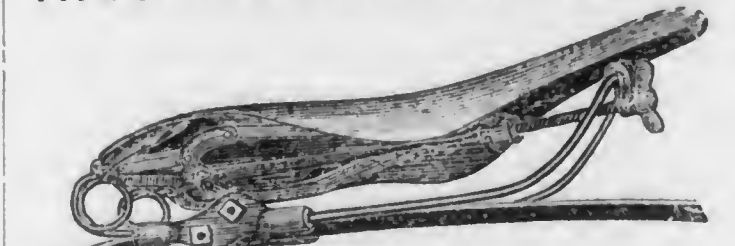
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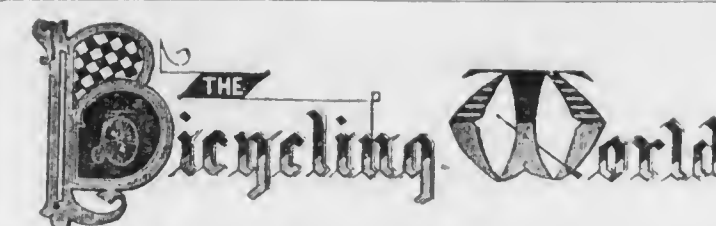
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J. S. DEAN  
ABBOT BASSETT . . . . . } EDITORS

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 30 JANUARY, 1885.

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### HAMMILL'S CASE.

THE case of alleged pace making which was brought against Phil Hammill, of Chicago, has been settled at last. The investigation has been discontinued, the case dismissed, and Hammill has been given a clean bill of acquittal. We have refrained from entering into the discussion that has been going on in the cycling press, because we thought it unnecessary

to defend our associate who has come in for all the bitter words that have been thrown out, and because we have felt that the whole thing was the business of the Racing Board, and they were able to attend to it. The Board has acted as it should, and although they have been called idiots and jackasses they have not swerved from the course they set out upon, and have pursued the investigation to a close. In making the League an amateur protective association the Racing Board has done a good work and no harm. If they should wait for protests or formal charges they could do nothing. Protests and formal charges go to the Membership Committee, and can be entertained in that quarter only so far as League members are concerned. The Racing Board make inquiry and investigate charges against any and all wheelmen, be they members of the League or not. If they are members and found guilty, then it is the duty of the Board to prefer charges to the Membership Committee; if they are not members then the Board has only to warn wheelmen of the fact of professionalism through the gazette. The attitude of the Chicago papers has amounted to a display of elephantine ignorance and nothing more. We understand that a report of the whole affair will appear in the official gazette, and that it will be interesting reading.

THE two leading clubs of this city make a departure in the way of their annual dinners, and invite no guests. As journalists of course we are sorry, as anything which reduces our pleasures of life is regretted, and our sanctum is no longer rendered a place of rejoicing by invitations to sumptuous repasts that we can accept. We have been rather inclined to favor the inviting of dignitaries to these annual gatherings, but now that cycling is so firmly established it is perhaps just as well that the clubs should enjoy themselves without the restraining influence of some awe-inspiring politician or nabob.

THE Bown *vs.* Humber decision seems likely to play an important part in the cycling business. We understand that the Bown patent covers a side adjustment, and if this be true, suits for infringing will doubtless follow. We do not intend to discuss this matter, especially in the light of our present information, but the decision is generally regarded as a most important one.

THE London editor of the *Cyclist* has never gotten over our criticism on one of his notes, in which he puffed up celluloid shirt fronts, and referred to "Charles Edgar Liles" as one liable to perspire profusely. By an unworthy twisting of our squib, or a dull understanding of the point made, he has regarded it as mere evidence of squeamishness on our part that the word perspiration should be used in connection with physical exercises.

Finding in a recent issue that we used that word, he indulges in a raid on us for inconsistency. We never objected to the use of any word that decently conveys one's meaning of anything that is proper to be spoken of. What we criticised our London friend for was the poor taste which he used in dragging Mr. Lile's name in, and telling the public that he perspired profusely when he tripped the light fantastic.

IT is said that some of the members of the defunct Boston Ramblers regret, as some one expresses it "its untimely death." Naturally, if its death was untimely, some would regret it. The experience of most men is that a large club with its club-house and all the paraphernalia of a large organization, can furnish comforts that are beyond a smaller club. But, on the other hand, a small club furnishes enjoyments to individual members that no large club can give.

"FAED'S" suggestion that a plain hinged pedal be fitted to the crank shaft strikes us as an exceedingly sensible suggestion. The dirt which will work into the most carefully made pedal on a tricycle renders some easy mode of cleaning them very desirable. Such a pedal would be comparatively inexpensive, and if well made would, taking into consideration its advantages, be probably as good as one fitted with balls.

THE Humber makers are, perhaps, not to be considered as very original, if the report is true that its new safety, which is a Kangaroo with the little wheel in front, is to be called the "Star." It would seem that "Star" might well have been left to the machine the word is universally associated with.

THE agitation which Dr. Strahan's article in the *Lancet* caused, has, at all



events, resulted in awakening the inventive faculties of the saddle makers. The article itself seems to have been without any good foundation in fact, but if it has resulted in some better saddles it was not wholly without good effect. We notice that some very good looking saddles are being placed on the market and we want some good riding weather to be able to try some of them.

THE failure of the English law which requires bicycles to carry lamps to include tricycles in its provisions is causing a little stir on the other side. Tricyclists as a rule, for their own safety, carry lights, but as one or two cases have arisen where they have not done so, it seems likely that the law will be altered to include both. We would advise cyclists to carry lamps after dark, though, with the exception of Newton, no city requires them to do so. We presume the day is not far distant when lamps will be required; such a law would be the natural result of a great increase in the number of wheels on the road.

#### Time Keepers and Timing.

IN a recent number of the WORLD we made some extracts from an article on Timing, by Mr. E. R. Shipton, in the *Cyclist*, and this week we are able to make further extracts, using the cuts of the original article which have been kindly furnished us by the *Cyclist*. Referring to the duties of the timekeeper, Mr. Shipton says:—

1. The timekeeper should be a man of known integrity, of steady habits, not easily flurried, and capable of giving a calm and judicious judgment.

2. He should be provided with a thoroughly reliable watch.

3. He should keep within five or ten paces of the pistol, so as to be *au fait* with the starter's every movement, and to catch the report at the moment the trigger falls.

4. Simultaneously with the report he should start his watch—a practically automatic movement in competent hands.

5. He should carefully note, in a book provided for the purpose, the lap and mile time of the leader throughout the race—long or short, as the case may be—by which means any vital error in reading, or in the official lap scoring, can almost immediately be detected.

6. The "last lap" bell having been rung, he should kneel at one end of the flat white tape nailed to the ground opposite the winning post before the race commenced, and the moment the leader's wheel comes into contact with it he should stop his watch dead, and quietly reassure himself as to the result before he announces a verdict, which is almost sure

to be harshly criticised by outside witnesses, whose dogmatism increases in inverse ratio to their ability for judging.

To assert that timekeeping, as applicable to racing, is a Heaven-sent monopoly would, upon the face of it, be absurd; but it is absolutely certain that the art is one which requires a fair apprenticeship, and not one casual reader in a hundred would score a success at a first venture. Granted, however, that with ordinary application any steady aspirant can qualify for timing honors, if his clock be reliable, there remains the fact that the instrument itself is only too frequently an absolute barrier to perfect accuracy.

This naturally leads us to a description of the various watches applicable to timing purposes, and to a discussion upon their merits.

The exigencies of the sporting world, upon the turf, the running path, the river, etc., long since demanded some more accurate measurement of time than is possible with an ordinary watch, even if the stereotyped small seconds hand be added. The first subdivision consisted of half seconds, the next of quarter seconds, and the last, and more universally recognized, fifths of a second. With a subdivision so minute as the last every reasonable end is attained, though it may be noted that a division into eighths is already *un fait accompli*. Such a scale may be of value when a pedestrian sprint of one hundred yards is about to be decided, but that it is sometimes out of place upon longer journeys a certain meeting in the spring of the current year conclusively proved to the satisfaction of competent checkers of the issued times.

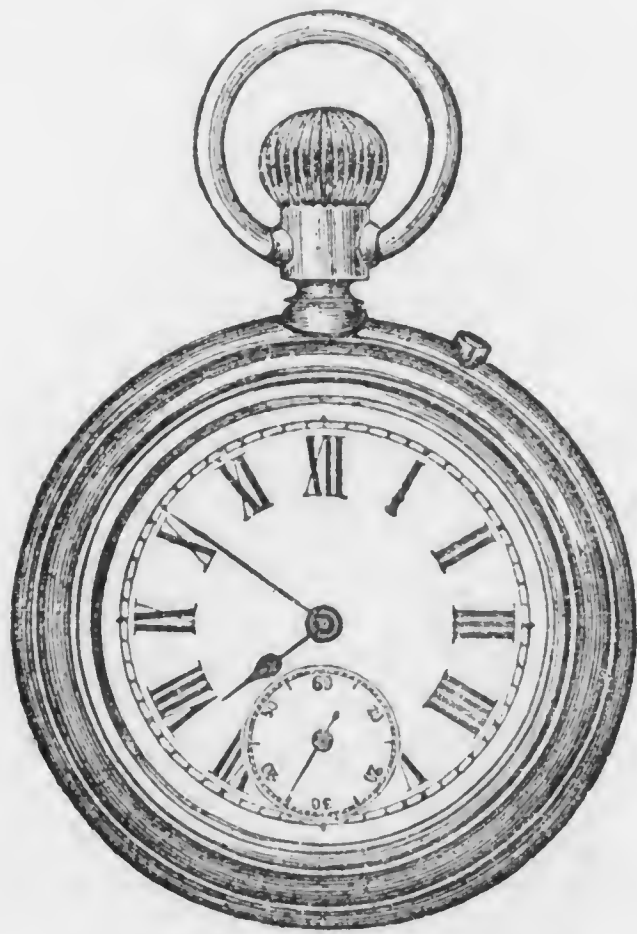
Accepting, then, a fifth of a second as the unit, we will briefly recapitulate the various makes of watches which include, with more or less satisfaction, the desirable property of marking upon this scale.

No. 1 is a centre-seconds stop-watch, the shape of which will be familiar to every reader. In addition to the usual



No. 1.—THE STOP WATCH.

hour and minute hand a seconds hand is pivoted from the centre of the watch, and it revolves once round the face every minute, beating three hundred times, or once every fifth of a second. Its action is controlled by the small stud or projection shown at the side, the pushing of which, up or down, starts or stops the whole of the mechanism. From this it will be seen that the seconds hand forms part of the usual watch movement, from which, in the case under notice, it is inseparable. The obvious result follows that, upon attempting to time a race with an instrument of this description, the projection has to be pressed, and the balance wheel set swinging by a twisting motion, before it commences to record; the functions of the watch, in as far as denoting the time of day is concerned, are wholly suspended before, after, and between the races. In other words, mean time is completely lost sight of, and, worse than all, from the fact that the interior mechanism has to commence its motion anew after the pistol is fired, such a watch is chronically in favor of fast times, and is therefore, quite unreliable for record purposes.



No. 2.—THE INDEPENDENT CENTRE-SECONDS FLY-BACK CHRONOGRAPH (FRONT VIEW).

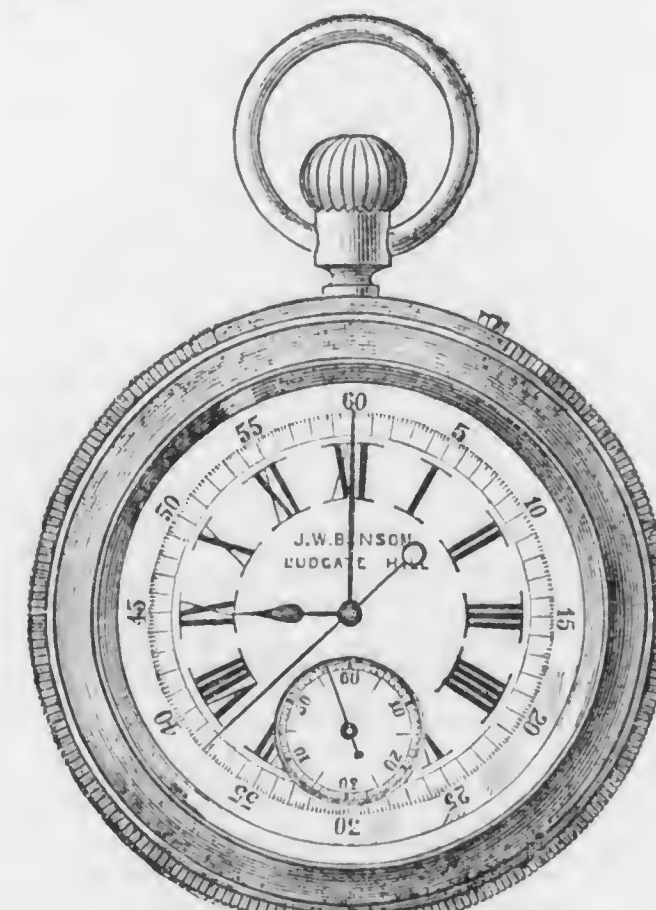
No. 2 is the first and commonest form of the independent centre-seconds. In this the face of the watch is of the usual pattern, *plus* the orthodox seconds hand. The so-called back is provided with a glass face, under which lies a dial, with sixty seconds, subdivided into fifths, as in the case of the former and the subsequent specimens. The middle of this dial is cut completely away in order that the action of the works may be seen. In the centre of the opening is pivoted an independent pivoted seconds hand, *i. e.*, a hand which beats three hundred times a minute, and which can be thrown into and out of work, without regard to the normal duties of the watch in denoting the time

of day. This independent hand is thrown into action by pressing sharply



No. 2.—THE INDEPENDENT CENTRE-SECONDS FLY-BACK CHRONOGRAPH (BACK VIEW).

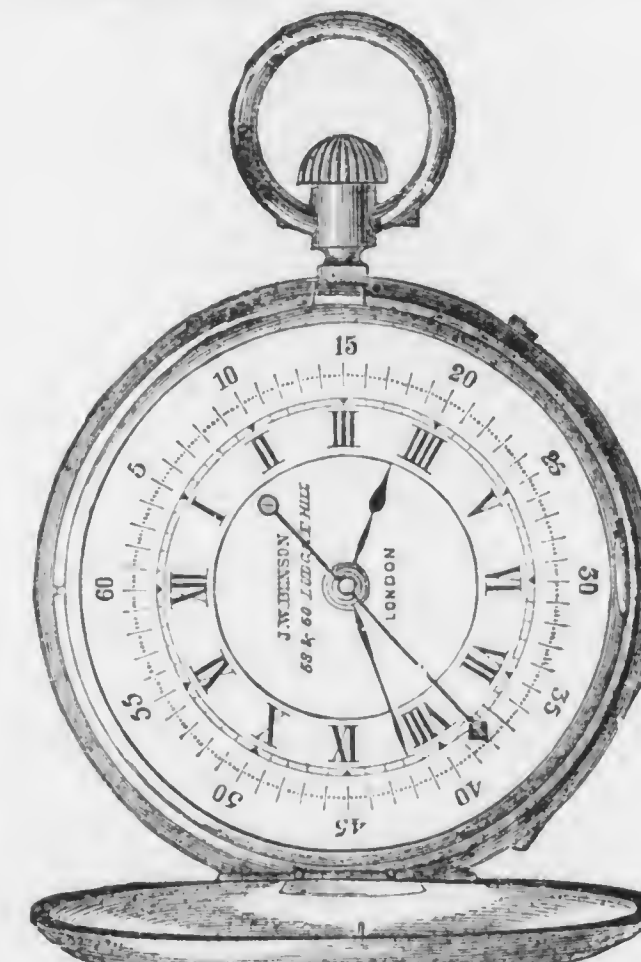
home the milled plunger, which also serves to wind the watch and set the hands; a second push of the plunger stops it to a fifth of a second, and a third sends it back to zero, ready for timing a fresh race.



No. 3.—THE INDEPENDENT CENTRE-SECONDS FLY-BACK CHRONOGRAPH.

No. 3 is identical in principle with No. 2, but instead of having a second dial at the back, the one on the face does duty for both. These watches can be bought for from four to six guineas in silver cases, but although fairly satisfactory for trial spins practice, they are necessarily very inefficient when fine results are a *sine qua non*. They are not only thrown out of order at slight provocation, but an inherent defect in their construction often renders it possible to temporarily suspend the action of

the independent hand during the running of a race—a *contretemps* which must inevitably lead to serious complications. A case in point is said to have occurred at a race meeting held this last season, and will be fresh in the memories of all. At the West Kent races, Mr. W. A. Smith, whose integrity and *bona fides* are removed far above all possible criticism, timed Mr. Thompson as doing 2m. 39s. or thereabouts, for the mile—a rate which at that time would have been record. This announced result was forthwith queried by many outside watch-holders, and subsequent trials, held with the express view of allowing the rider to make good his claim to the record, may be taken to have proved conclusively that an error must have occurred. The solution is possibly to be found in the admitted fact that Mr. Smith ran, with watch in hand, some eighty or ninety yards, during which time he may have exerted sufficient unconscious pressure upon the plunger to suspend the action of the independent hand.

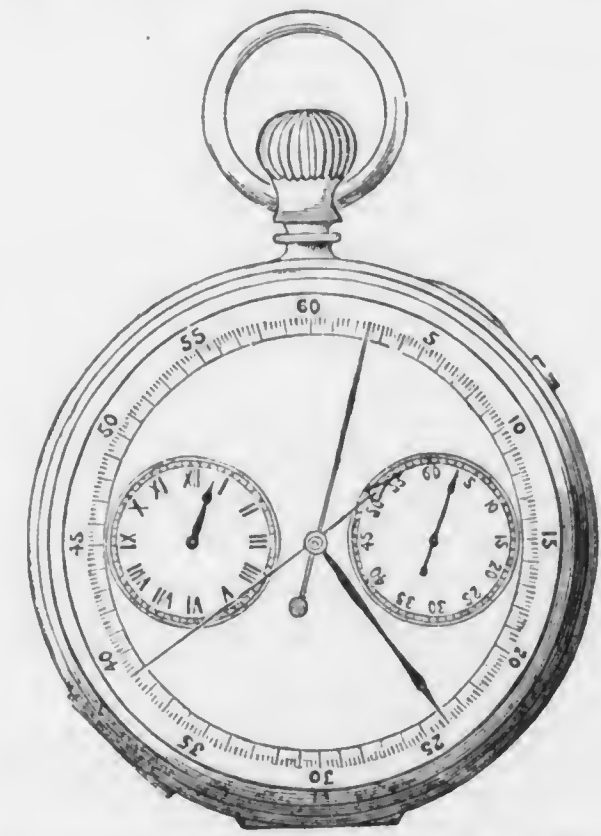


No. 4.—THE MARKING CHRONOGRAPH.

No. 4 represents what is known as a marking chronograph. Its peculiar feature is that the large seconds hand is duplicated, one part lying under the other. The lower of the two has a reservoir of ink, with a very small orifice below; over this orifice the point of the upper hand is so bent as to fall exactly upon the puncture, and it conveys through it, as with a pen, the ink held in the reservoir. The mode of operating is as follows: At pistol fire the button is pressed, as in the former instances, and a small dot of ink is forthwith deposited opposite that fifth of a second then covered by the seconds hand. At the termination of the race a second pressure is given, when a second dot is made, and the difference between their respective positions, *plus* the additional revolutions that the hand has made, gives the result. This move-

ment is not an independent one; in other words, the seconds hand, with its reservoir of ink continually travels round the face of the watch at all times. It is a pattern a little to be recommended, for it leads to endless confusion, and the design is practically obsolete.

A moment's reflection will show that, up to the present, although we have described several makes of chronographs capable of denoting the flight of time to a fifth of a second in any one revolution of the hand, no provision is in them made for registering *minutes*—*e.g.* A ten-mile race is being started, and the timer has only a No. 2, 3, or 4 specimen to rely upon. He pushes in the plunger as the pistol is fired, and the second hand starts on its journey. To keep an accurate account of the progress of the leader, he must keep his eyes riveted on the watch, and carefully count the number of times the second hand revolves round the face, or else he must make a note of the time of day when the race started and ended, deducting the former from the latter. Either of these processes is alike irksome, unsatisfactory, and productive of frequent errors. To obviate this drawback No. 5, the minute or double

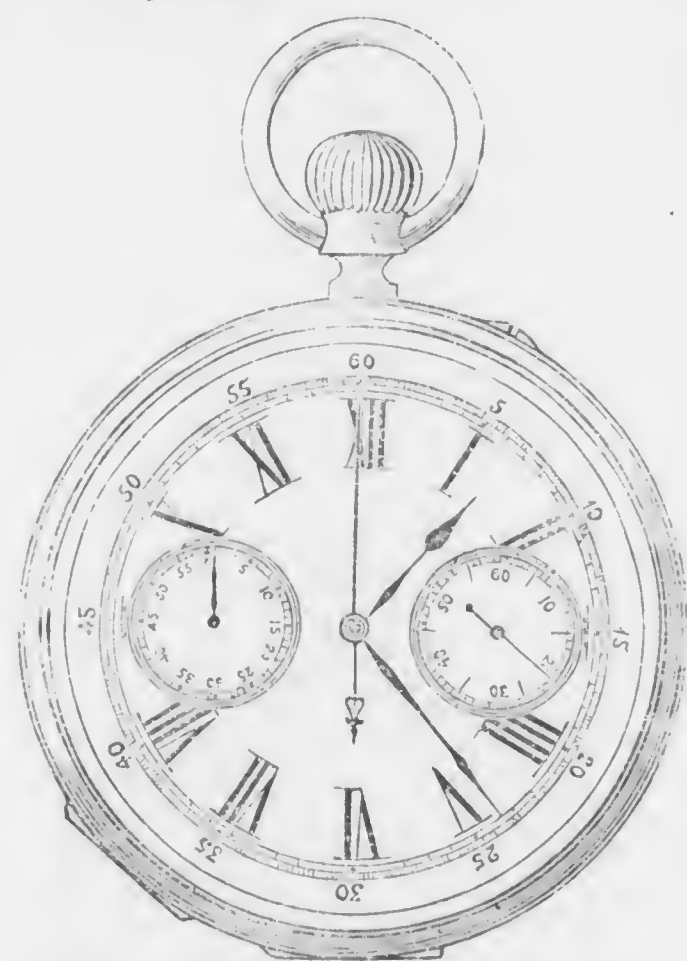


No. 5.—THE MINUTE OR DOUBLE FLY-BACK CHRONOGRAPH.

chronograph, was invented. It will be observed that the ordinary dial is completely metamorphosed, and a new design substituted. The outer diameter is divided into seconds and fifths, as before, but the *hour* of the day is relegated to the subsidiary dial on the left, while the minutes are shown by the ordinary minute hand near the figures 25 (by this watch it is 24 minutes past 12). The chronograph indicators are shown as marking 2 minutes and 39 seconds respectively. They consist of a steel and a gold hand, this variation being made so as to admit of the easy recognition of each, as will be seen hereafter. Normally, both these hands lie snugly at zero (over the figure 12), but upon the plunger being pressed home at the commencement of a race the steel hand starts off, beating fifths of



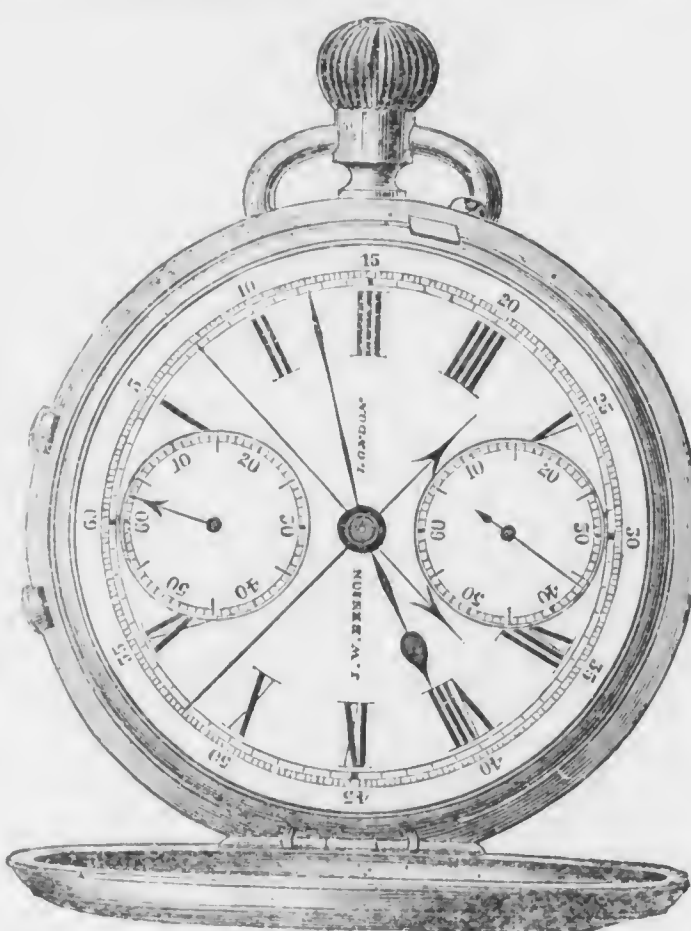
seconds, as in the former instances. The gold hand meanwhile advances steadily after, at exactly one sixtieth of the speed, so that by the time the steel hand has gone once round the face, the gold one is exactly over one minute, and so *seriatim* for as long as the watch is left running. The usual second pressure of the plunger stops both hands dead, when the result can be read off at a glance, and the third movement throws the hands back to zero, ready for a fresh effort. The beauty of an arrangement of this nature is that it is an absolutely automatic recorder of the minutes, seconds, and fifths occupied in completing the race it is set to measure. It will be observed that the chronograph apparatus is totally independent of the ordinary time-keeping mechanism, to which it attaches itself only at the wish of the operator.



No. 6.—THE MINUTE OR DOUBLE FLY-BACK CHRONOGRAPH.

No. 6 is a still later development of the same principle. Instead of subsidizing the appearance of the watch as a timekeeper, the ordinary face is retained, but, in addition to the small normal sunk seconds dial, its counterpart is provided on the opposite side. Round this dial works the chronograph minute hand; in other words, the gold hand of the preceding sample is allotted a separate dial—an advantage in many respects, one of which is that there is no gold hand to be mistaken for a steel one on the same circle, and *vice versa*. The action of No. 6, like that of No. 5, is perfection itself. Watches of this type, in gold cases, cost from eighty to ninety guineas, but their reliability is usually indisputable. The fact is, the highest possible workmanship and the best of material alone are used. The foundation of the watch—*i. e.*, its ordinary time-keeping mechanism—is as good as hands can make it, and the chronograph movement being equally high-class, it follows that they work in the sweetest harmony, with a result that is as

delightful as it appears childishly simple. All risk of error is reduced to the lowest minimum. *The starting, stopping, and returning to zero of the independent seconds and minute hands follow each other in irrevocable succession and with unvarying accuracy.*



No. 7.—THE SPLIT SECONDS OR TREBLE FLY-BACK CHRONOGRAPH.

One other specimen alone remains to be described. It is No. 7, the split seconds and minute, or treble chronograph. Its object is to give the respective times of the first and second in a race. The mode of action is as follows:—There are, as will be seen, three recording hands—one minute hand on the small sunk dial, and two long seconds hands on the outer face: one steel to represent the winner, and one gold the second rider. The first pressure is made on the stud A, and starts all three hands from zero, the two seconds hands traveling together in appearance like one. The second pressure is made on stud B, and stops the steel hand, which shows the time of the winner, but allows the gold hand to travel on. The third pressure is made on stud A, and stops the gold seconds hand and the minute hand, thus showing the time occupied by the second rider. These results having been noted, a fourth pressure, which is made on stud A, sends all three hands back to zero, in readiness for another start.

This, although a wonderfully ingenious instrument, is necessarily much more complicated than Nos. 5 and 6, and *ergo* is the more likely to get out of order. Its use would, it is to be feared, necessarily, at first, be attended with numerous errors in consequence of the liability to mistake stud A for stud B, etc., objections which do not apply to Nos. 5 and 6. If it be needful to time the second man in a race (and a saving clause to the effect that the *fastest loser*—in contradistinction to the loser in the fastest heat—shall be entitled to run in the final, is

now frequently inserted in a programme), a competent hand can easily time the leader to a fifth, and, letting the watch run on, stop it upon the arrival of the second man, or, in race record is approached by the leader, stop it on him, and judging the distance the second man is in the rear, calculate whether or not he may fairly be considered to be the fastest loser. Should the necessity of timing the second man to a fifth ever become paramount, it will be wiser to employ two timekeepers, one to take the first and the other the second man, and thus act as a check one on the other, rather than accept the unsupported evidence of a fearfully complicated and delicate treble fly-back chronograph, unless it be in the hands of a practised expert.

Specimen No. 5 is identical with the watch of the official timekeeper of the N. C. U., and No. 6 is used for timing the Derby and all the other great equine races.

In addition to the foregoing, a duplicate of type No. 5, called a short-time chronograph, was formerly made, and is still occasionally offered for sale. It runs for three or four hours only, and does not denote the time of day. Its performances depend to a marked extent upon how long it has been wound, and it is therefore altogether unreliable for record-making, a remark which applies to nearly every instrument whose timing mechanism is not based upon a high-class watch, the normal qualifications of which are undoubted.

It will be gleaned from the foregoing descriptions that to obtain the acme of perfection in a chronograph it is essential that the watch, minus the extra mechanism, shall be of the highest calibre, for a fundamental error in its normal performance is naturally magnified when an extra train of wheels is attached. In theory, the additional burden thus thrown upon the going resources of the watch must retard its rate of progress, but in instruments of the first class this drawback may be said to be practically non-existent, even if the trial be extended for twenty-four hours at a stretch. That serious discrepancies would be apparent in a cheap and common article there can be no denying; indeed, an instance occurred not long since where, in a twenty-five miles race, a local timekeeper, using a low-class instrument made the winner *eleven seconds* faster than his actual time. Fortunately no records depended on the result, or things might have been serious.

*Per contra*, a No. 5 and a No. 6 watch were used in conjunction at four out of the seven championships, with the result that absolute unanimity was arrived at on all occasions save the fifty-miles championship, where the No. 6 made it a fifth of a second longer than the No. 5, and this at the end of a race occupying the greater part of three hours!

Having endeavored to exhaust the resources of horology in the foregoing remarks, we desire to point out the growing

# RECORDS ON THE RUDGE

At Chicago, Dec. 8, 1884.

## WM. M. WOODSIDE

WOODSIDE'S time for  
50 miles:

2h. 54min. 1½sec.

Best previous time:

2h. 59min. 15sec.



RUDGE RACER.

The RUDGE now  
holds every AMERICAN  
RECORD, from  
1-4 MILE up to 50  
MILES, INCLUSIVE.

## BROKE EVERY AMERICAN RECORD,

From 11 to 50 Miles, inclusive,

ON A

59-inch RUDGE RACER, weighing 29 pounds.

# STODDARD, LOVERING & CO.

152, 154, 156 & 158 Congress St., BOSTON, MASS.

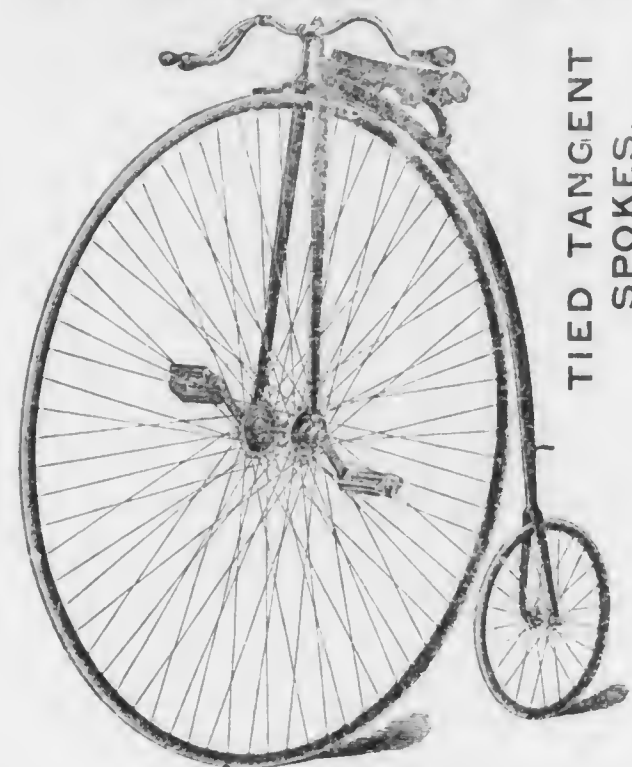
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## American Agents for the **THREE WINNING CYCLES!**

This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's Record

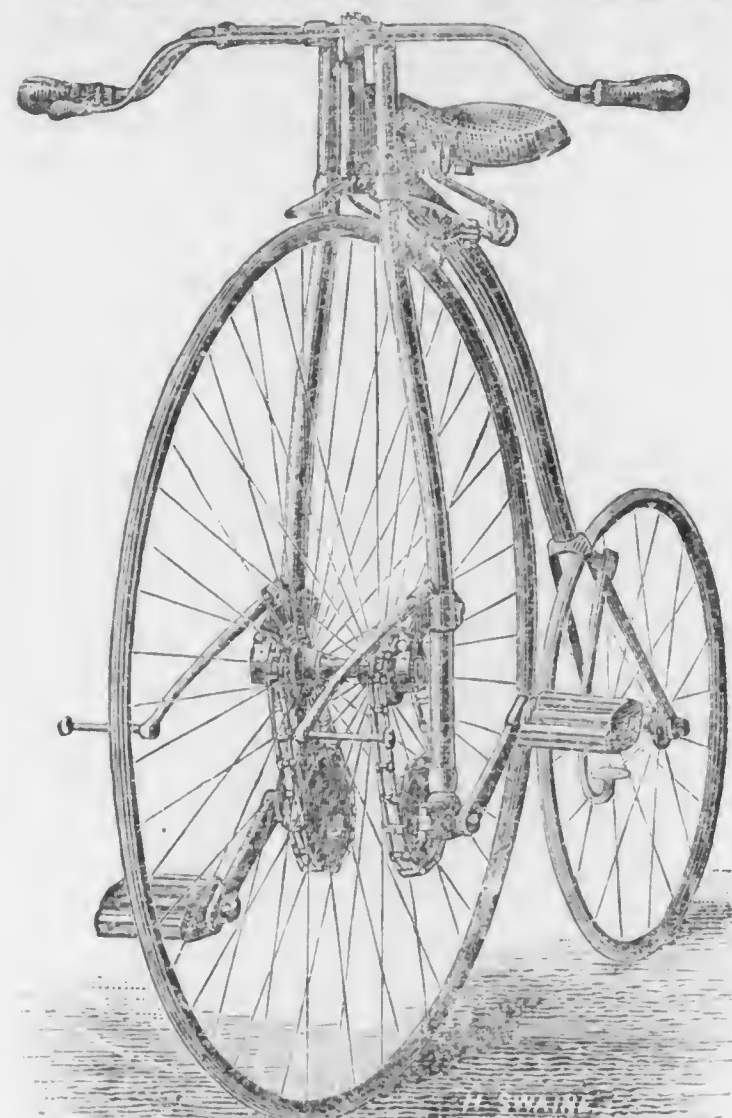
Fastest One Mile - - - 2.39.  
Second Fastest - - - 2.39 2-5.

No Other Wheel in the World holds two as fast records!

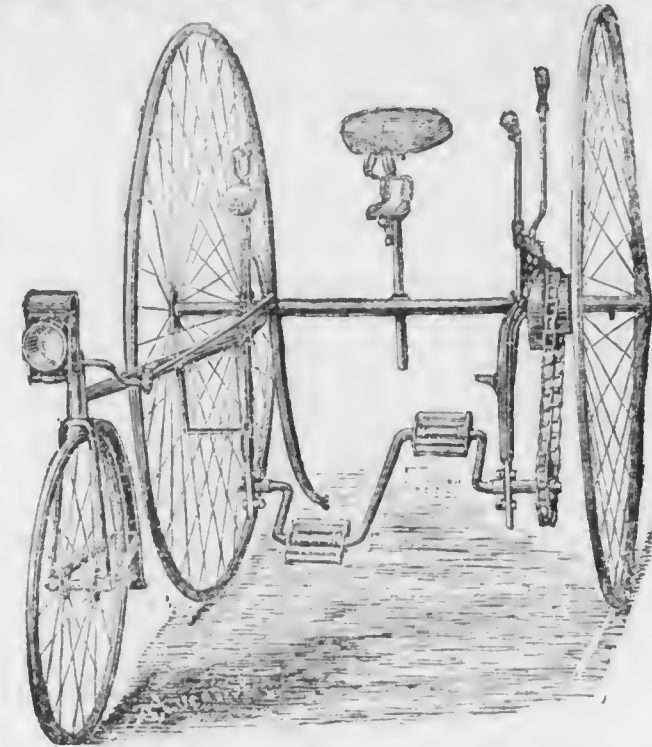
A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes. 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO."  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"

Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as, the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

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## BALLS ALL OVER. THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
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NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

THE AMERICAN CLUB,  
The highest grade Bicycle extant. 50-Inch, \$145

THE SPECIAL SANSPAREIL ROADSTER,  
With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

THE SANSPAREIL LIGHT ROADSTER,  
The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

THE AMERICAN ROADSTER,  
The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

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S. T. CLARK & CO., Importers, BALTIMORE, Md.

need for some systematized arrangements for adoption in the immediate future. When, in years gone by, a rider occupied four minutes or over in covering a mile, rule of thumb timing answered fairly well, but with the record reduced to 2m. 39s. every fifth of a second is of the most vital consequence. The writer has long cogitated the question of how to provide some safeguard against the possible announcement and publication of a doubtful performance, and, until comparatively lately, without success. The primary desideratum is undoubtedly a moral guarantee of the fitness and ability of the timekeeper himself; next to which and, perhaps, of equal import a legal warranty of the accuracy of the watch used.

With regard to the former it is, perhaps, a moot point as to whether or not it would be advisable to adopt the suggestion of a correspondent in the *Cyclist* and ask the N. C. U. to appoint an unlimited number of timekeepers. This proposal seems to be hardly fair to the present holder of the official post, and would probably fail to recommend itself, but there should be little difficulty in arranging to keep a register of those gentlemen possessing the needful qualifications for reliable timekeeping.

With regard to the latter, i. e., the guaranteed accuracy of the watch to be used, it fortunately happens that a means has lately been placed at our disposal by the institution of a "watch rating department" under the control of government officials at Kew Observatory. The schedule appended gives full details of the trials to which a watch is subjected, and of their efficacy there can be no two opinions. It is, of course, quite sufficient satisfaction to the owner of a good watch if the maker from whom he buys it gives him a written warranty, but such a guarantee is obviously inadmissible when the general public, through the Union, ask for proof. An unbiased tribunal such as is provided at the Observatory is above suspicion, and its verdict would be received with general assent.

The deductions and recommendations it seems desirable to urge upon the N. C. U. are therefore:—

1. The opening of an official register of path records.
2. The opening of ditto road ditto.
3. The appointment of a standing records committee to adjudicate upon the reliability of the present accepted times, and to report upon the validity or otherwise of all future claims to fresh honors.
4. The tabooing of all "private trials" which claim to be records, and of all "fastest times" made upon tracks of unequal circumference, i. e., an odd number of laps and feet to the mile.
5. The appointment of additional official (or honorary) timekeepers in all parts of the country.
6. The adoption of an unvarying law that no claim to a record shall be allowed unless timed upon a watch that has obtained certificate at the Kew Observatory.

In conformance with the last proviso, the N. C. U. could doubtless arrange with the authorities to obtain a copy of each certificate allotted; or, failing this, every claimant to timekeeping honors (not excepting the present official) should be compelled to submit the government certificate so obtained to the honorable secretary of the N. C. U., who would register the needful particulars.

It will be observed that the applicability of what the writer regards as being wholesome, fair, and highly desirable rules, is not urged as an indispensable adjunct to all cycle races; but their adoption in cases where record breaking becomes a factor in the calculation would inevitably lead to their general use throughout the kingdom, and probably in the States as well. Such a consummation is devoutly to be wished. It were easy of accomplishment, and by its unqualified insistence on some such measure the N. C. U. would add still another to its long list of claims upon the gratitude of the devotees of the wheel.

### CORRESPONDENCE

(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)

Cheap and Nasty.

Editor *Bicycling World*:—Your little fable, in this week's paper, about "Mr. Russet" who expected to attract customers because he offered a gallon of drink for twenty-five cents, in opposition to "Mr. Roderer," who charged \$2.00 for a pint thereof, but who nevertheless flourished while the "reduced rates" schemer went to ruin, is a fable whose moral can be applied in all directions. I presume you did not intend to apply it to "the hotel question," but it was in fact an excellent accompaniment to my own letter concerning that question, on the self-same page. So long as "champagne" continues preferable to "cider," so long as clean and costly things continue preferable to cheap and nasty ones, the trader who enters the markets of the world with a really good article will out-sell the "Cheap John," every time. Nothing really is cheap which a man does not want; and certainly no touring wheelman wants a mouldy bed in an ill-ventilated room as a resting place after a hard day's ride.

The ultimate logical result of "reduced hotel rates" is, necessarily and inevitably, that the assumed beneficiaries thereof are forced to accept "leavings" of those who pay the regulation price. Thus, as the editor of the *Wheel* remarked, last September, from sad personal experience: "We noticed the great advantage of 'League rates' at the recent Albany meet, where some of the wheelmen were carefully stowed away under the roof, at a saving of fifty cents a day."

Likewise the testimony of a recent traveller in England: "I went to several 'C. T. C.' hotels, but found them to be uncomfortable, and in many cases third class. I was obliged to go elsewhere. I found that a 'C. T. C.' tailor who made me a uniform had one price for a 'C. T. C.' man and another price for those who wished a well made suit." All this merely illustrates the venerable truth that there is no such thing as getting any really valuable service in this world without paying a good price for it. The fallacy of supposing that by some trick or "arrangement," something can be got "for nothin'," is very dear to the human heart, especially to the youthful human heart. But it is absolutely a fallacy.

I dislike to say anything publicly against the opinions of the editor of the *League Gazette*; for he has shown his friendliness towards us in the very practical way of subscribing for more copies of my road-book (15) than any other individual, and I wish it were possible for me to assure him in a private talk of the sad personal experiences, "in twenty-four states and provinces," that have made me feel so confident of his error in advocating "reduced rates." But he asks this week: "What does the *Bicycle World* refer to when it speaks of 'increased attention and special privileges'?" Is it not dealing in glittering generalities? If not, we would be glad to know it. Good, first-class food; good, accessible, and well furnished rooms, and polite and prompt service is all that any visitor at a public hostelry can ask. What more does a wheelman need, save safe storage for his wheel?"

To this I reply: "The wheelman certainly needs nothing more, and he can consider himself wonderfully fortunate if he gets as much. My own experience is (and it represents hundreds of miles travelled in every year since 1865, and thousands of miles in several of those years) that 'good, first-class food,' can rarely be obtained; that 'good, accessible rooms' can rarely be obtained; that 'polite and prompt service' can rarely be obtained. The chances are always against a traveller getting these things, even when he pays full price; and I protest that it is absurd to diminish or destroy those chances by any talk about 'reduction of rates.' There is no 'glittering generality' in the demand for 'increased attention and special privileges' (and not a 'reduction of rates') in return for the League's recommendation of a given hotel to the patronage of wheelmen. On the contrary, it is a specific and exact demand. It means that the landlord should favor this particular sort of guest with a choice room, where he will not be kept awake by the trains or by the rattling of dishes in the adjacent kitchen or dining hall; it means that the landlord should provide a late supper or early breakfast for him, without grumbling; it means that wet clothes should be dried and dirty clothes should be washed quickly and cheerfully; it means that



there should be an abundance of water and towels; it means, in short, just those increased attentions and special privileges which constitute the difference between comfort and wretchedness."

There are certain classes of people whom landlords always try to please and placate by offering them "the best"; and there are other classes whose patronage they are glad to get by offering them the worst at "reduced rates." As an individual, I insist on getting myself included in the former class; and, in so far as the policy of "L. A. W." or "C. T. C." tends to make the hotel keepers look contemptuously upon all wheelmen as a low-priced crowd, for whom "the leavings" are quite good enough, I cry out against it as a personal affront. I will never knowingly patronize a hotel of "reduced rates to wheelmen," except under compulsion. The very fact of consenting to offer such rates shows that the landlord thinks their patronage of a trivial and undesirable sort. Most of them, so far as my observation goes, are inclined to look upon all the red-tape formalities of "official appointment" as so much fold-de-rol and child's play, which they submit to because it costs them nothing, but not because they have any great faith in its attracting customers to their houses. I say it costs them nothing, because their promise of "reduced rates" implies an intention to reduce the accommodations proportionately, in case any victims are attracted by such promise.

When asked to make a definite outlay for attracting wheelmen's patronage, — even so small an outlay as the pledge of a dollar to insure the presence in their offices of the "great American road-book, club directory, and hotel guide," for the convenience of touring wheelmen, and for the world-wide advertisement of their own hostilities, they are so slow and reluctant about it as to show their general scepticism on the subject of wheeling. Every hotel keeper who subscribes for "X.M. Miles on a B," therefore exhibits more real respect for the League and for wheelmen than those who consent to a "reduction of rates."

KARL KRON.  
WASHINGTON SQUARE, N. Y., 17 Jan.

#### Wrinkles.

*Editor Bicycling World:* — The perineum question can be solved as follows: —

Take a long-distance saddle, line it with stout calf skin, taking care to have the lining roomy enough to take all the "bulge" of the stuffing. Cut a hole five and a half by one and a quarter inches through both leathers, beginning an inch from broad end of saddle, lengthwise with the saddle. Then stitch together the edges of the leather around the hole, stuffing with hair the seat as stitching progresses.

The saddle should be flat on top, and (in my own) the stuffed out lining rest on the frame. The idea is on the plan

of an army saddle. Another "wrinkle": A cradle spring, broken at the rear coil. Cut off both rear coils, attach spring to backbone by the originally middle bars; front coils should tightly bind upon the backbone, so preventing all side motion. The action of the spring will then be just that of an old time springing board, — amount of "spring" in it to be regulated by position of saddle. A ride of seventeen miles to-day, over frozen roads, very rough in some places, on a "rig" as above described, convinced me that the arrangement is so entirely satisfactory as to make me think all riders should know it.

W. L.

ENGLEWOOD, N. J., 18 January, 1885.

#### The Memphis Race.

*Editor Bicycling World:* — Will you please allow me, through your columns, to make an emphatic and earnest protest against the untrue statements regarding the Memphis Cycle Club made in the last issue (17 January) of the *Chicago Mirror of American Sports*. The writer attempts to belittle and injure the standing of the Memphis Cycle Club regarding the late professional tournament given under the club's auspices. If the impression created by the Chicago paper should remain with bicyclists regarding the late tournament, it would undoubtedly cause us much loss with our proposed great spring meeting, when we hope to welcome wheelmen from all parts of the States, and all will receive a royal welcome. The paper alluded to goes on to say that the late tournament was a failure financially. This is untrue and false in every sense of the word, for our secretary and treasurer, Mr. W. L. Surprise, can produce the club books, if necessary, and show a handsome margin as profit. The Memphis Cycle Club does not need the congratulations of the Chicago defamer, and we trust our boys will boycott any paper that assails us in such a cowardly manner as this "Chicago sheet." The race was properly conducted in every way, efficient scorers, timers, etc., surveyed track, which certainly was small (thirteen laps), but full measurement, and we feel we can do without the advice of the "sage" who pretends he can teach the chairman of the L. A. W. Racing Board his duty. All amateurs here laugh at the buncombe attitude assumed by the knowing Chicago quill driver; and he is, I am told, only a yearling in bicycling literature, and he has to thank certain professionals, who he now derides, for the position his paper attains (which is very small) in the field of bicycling, and which will be certainly less if he continues the lying course now prevailing. The club is well pleased with the five professionals who took part in the late contest, and have given them testimonials, signed by the president and secretary of the Memphis Cycle Club, recommending them to Southern wheelmen.

To convince all that their services were appreciated, \$1,000 in professional prizes

will be offered at our May tournament. Great dissatisfaction is expressed by our club and Southern wheelmen generally, for the treatment received by the paper alluded to. Hoping you will kindly assist in righting us before the public,

SOUTHERNER.

MEMPHIS, TENN., 19 January, 1885.

#### The Trade.

THE Overman Wheel Company will, on the first of next month, make a move towards Boston. Though Chicopee will still produce the machines manufactured by this company, the business will be manipulated from this city. About 1 February our readers will do well to drop in at 179 Tremont Street, and see what our friend Overman is up to.

GORMULLY & JEFFERY announce that they shall continue to manufacture the Ideal in sizes as before, and at the same prices, and that in addition they will have ready about 1 March the "American Challenge" bicycle in sizes and prices as follows: 52 in., \$74; 54 in., \$76; 56 in., \$78; 58 in., \$80; 60 in., \$82. They also announce the "American Safety," of which full particulars will be given later.

STODDARD, LOVERING & Co. have a full line of Kangaroos in stock, which they are ready to ship at a moment's notice.

We hope to have full particulars of the Victor bicycle next week.

#### Chicago Notes.

B. B. AYRES, W. G. E. Peirce, and N. H. Van Sicklen, visited Buffalo, N. Y., last week, and there met Messrs. Peck and Whitney, of Boston; Bourne, Bidwell, and Jenkins, of New York; Clute, of Schenectady, N. Y.; and Taylor, of Germantown, Penn., and Bull and Alley, of Buffalo. A meeting was held at the Genesee House, and arranged the details of the Big Four Tour. After the meeting Messrs. Bull and Alley entertained the visitors in royal style.

Phil Hammill's case is settled at last. The good news came to-day. Mr. Sholes recommended Chairman Bassett to exonerate Hammill of all blame, and reinstate him. We all congratulate Hammill, and wish to thank the gentlemen.

We also wish to congratulate Mr. Cola E. Stone upon his reinstatement.

The Chicago Bicycle Club now has sixty-five active members.

The prospects for a good track in Chicago this coming season, are fair.

The Illinois Division L. A. W. will hold their annual Meet on 30 May, in Chicago. The State championship races will be run on the same day, if a track is built by that time.

The next trial for the fifty-yard slow race will be held at the Le Grand Rink, Wednesday evening, 28 January.

The "Spalding Bicycle," just out, has

scored its first victory at Memphis, Tenn., beating a Rudge in a ten-mile race.

PET.

#### Ohio Division L. A. W.

At a meeting of the Ohio Division of the League of American Wheelmen, at Springfield, 20 January, it was decided that the meet for 1885 shall take place Monday and Tuesday, 20 and 21 July, in Springfield. The exercises in July will probably be under charge of Mr. Alfred Ely, of Cleveland, which guarantees a success to the affair. The Meet will take place at the Fair Grounds, and will occupy two days. There will be bicycle races, feats of skill, fancy riding, and every species of contest, for which handsome prizes have been arranged. The whole affair will end with a grand banquet at one of the city hotels. The evolutions will be held at the Fair Grounds, which will be arranged for the purpose. The officers of the division were, after the meeting, banqueted by Thomas J. Kirkpatrick, a prominent member of the Champion City Club, of Springfield.

#### The Big Four Tour.

"THE Big Four Tour" was organized at Buffalo, 18 January, by the election of the following officers: —

Burley B. Ayers, Chicago, manager and treasurer; Fred. Jenkins, New York, general agent; Fred. G. Bourne, New York, commander; Frank H. Taylor, Philadelphia, commodore; H. F. Fuller, Chicago, secretary; J. P. Maynard, Chicago, quartermaster; W. G. E. Pierce, captain Chicago division; E. G. Whitney, captain Boston division; W. S. Bull, captain Buffalo division, and Geo. R. Bidwell, captain New York division. The following convoys were also selected: George H. Orr, Canada; J. W. Clute, Schenectady, and H. R. Bryan, Hudson.

The date of starting was fixed for Monday, 6 July, and the route was laid out as follows: —

MONDAY, 6 July, 1885. — Leave Buffalo (Genesee House) 9 A. M., Tonawanda. Pendleton, Lockport (dinner), Wright's Corners, Hartland, Jeddo, Ridgeway, Medina.

TUESDAY, 7 July. — Leave Medina 9 A. M., Millville, Albion, Holley, Brockport (dinner), Spencerport, Rochester.

WEDNESDAY, 8 July. — Leave Rochester 9 A. M., Charlotte (Steamer across Lake Ontario), Coburg, Ont. (Arlington Hotel).

THURSDAY, 9 July. — Leave Coburg 9 A. M., Wicklow, Colborne, Brighton (dinner), Trenton, Belleville (Defoe House).

FRIDAY, 10 July. — Leave Belleville 9 A. M., Shannonville, Milltown, Napanee (dinner), Odessa, Westbrook, Cataragui, Kingston (steamer to Round Island Park), Thousand Islands.

SATURDAY, 11 July. — Thousand Islands.

SUNDAY, 12 July. — Thousand Islands. MONDAY, 13 July. — Leave Thousand Islands 4 P. M. (steamer to Clayton),

leave Clayton 5 P. M. (Utica and Black River Railroad), arrive Amsterdam.

TUESDAY, 14 July. — Leave Amsterdam 9 A. M., Hoffman's Ferry, Pattersonville, Schenectady (dinner), Albany, (Delavan House).

WEDNESDAY, 15 July. — Leave Albany 9 A. M., Castleton, Stuyvesant Landing, Hudson (dinner), Catskill (Prospect Park Hotel).

THURSDAY, 16 July. — Leave Catskill 9 A. M., Baker's Mills, Red Hook, Rhinebeck, Staatsburg, Hyde Park, Poughkeepsie (dinner), (steamer to West Point).

FRIDAY, 17 July. — Leave West Point 9 A. M. (Steamer to Tarrytown, Irvington, Dobbs Ferry, Hastings, Yonkers, Kingsbridge, Fort Washington, New York).

#### Exotics.

THE Keen Testimonial fund amounts to about \$400, one dollar of which came from this country. Not very heavy is it? By the way it has been decided "that the testimonial shall be of a permanent and lasting character."

Since all, or nearly all, the cycling papers have taken to making mince meat of everything, and smashing all the lengthy effusions of the "leading literateurs" (every paper has the leading ones) into smithereens for the sake of having "pars" and "skits," it is difficult for one of ordinary mind to make head or tail of the matter, or tell what it is all about.

One of the "flash" papers sent a telegram to Prince Albert Victor, congratulating him on his arrival at the age of twenty-one years. It might be a good idea to congratulate his Royal Highness on escaping from the dynamite fiends. Oh, we forgot to remark that the prince is a cyclist.

It is said that A. H. Llewellyn Winter is about to visit these shores again. We suppose the cyclists of America will be greatly tickled, but we hope he will not prove the Winter of our discontent.

THE Ridges are pushing things a bit in the way of safeties, at least one would suppose so from the fact that they have just booked an order for one hundred and fifty of them.

MUCH interest is being felt in the result of the twenty-five mile safety race between A. P. Englehart on a Facile, and F. W. Gibb on a Rudge. The race will take place sometime next month. Our old friend Gaskell evidently is on his muscle, for he wants to come into the race on a Club Safety, or if that is not agreeable, he will ride the winner.

MR. WEBB, the gentleman whose claim of the John O'Groat's record has caused such a stir in cycling circles, is reported to be about to assume the position of editor of the *Tricycling Journal* — otherwise known as the *T Party Journal*.

THE *Cyclist* publishes the names of one hundred and twenty-five clubs outside the city of London that are dead or

unheard of. R. I. P. but it is sad to see so many organizations losing their interest. We may say that it is a grave question.

*Wheel Life* says: "We read that 'a staunch admirer of the C. T. C. in the States, who is well known in the cause of the wheel, has just signified the lively interest he takes in the club by contributing a donation of a sovereign for the purchase of a bouquet of flowers, or some similar memento, for the chairman at the next general meeting.' We have long had our doubts as to who really represented our ideas of a flat. Those doubts have now disappeared."

#### Tricycles for Ladies.

I HAVE long wished to make public some most decided opinions on this subject, based, as they are, upon a practical experience of four years.

I must confess to a natural reluctance to publicity further than that incurred by any lady cyclist who appears upon the public road, and this feeling was strengthened on reading the unkind, and, may I add, *ungraciously* references to Miss Jessie Choice, in the *Cyclist* Christmas number.

Miss Choice has, for some time past, occasionally contributed, and I doubt not, at the urgent request of the editor, a column of chatty and piquant paragraphs to the *Tricyclist*, and they are more enjoyable and *valuable* than most of the other matter, — tiresome reports of this or that local centre of the N. C. U., interminable puffings of the "Otto" by a few enthusiasts, or somnolent dissertations on "mechanics."

Fortunately, Americans enjoy a more enviable reputation for courtesy — I hate the term gallantry — than their English cousins, and, as I feel that my remarks may possibly help some women who are not cyclists to become so, and render the pastime more enjoyable to those that already ride, I will beg your kind indulgence of a little space.

Tricycles are too heavy for nineteen out of twenty of us. With an average difference of thirty or forty pounds, when compared with the sterner sex, we have been compelled to use machines built for their maximum weight and roughest usage. Ladies of one hundred and ten pounds weight, with strength much below that weight, are struggling with ponderous machines, weighing one hundred pounds. Many give it up after one or two trials; others, more persistent, ride with a gearing so absurdly low as to prevent anything but a snail's pace, thus relinquishing the companionship of many bicycling friends.

If a hundred-pound tricycle will carry safely a gentleman weighing two hundred pounds, surely a seventy-pound machine should perform a like office for a lady of one hundred and ten pounds. This has been amply proven by my own experience. Last summer and fall I rode a tricycle of undoubted good qualities, but its weight



(ninety-eight pounds) was not one of them. Tiring of a 42 inch gearing, I had the machine geared up to a 51-inch, but soon found that my weight was too light for hill work under those conditions.

My present mount has doubled the pleasure of riding. It rejoices in the euphonious name of "The Ladies' Crippler," but I am trying to think of a prettier one. A gentleman friend, while riding with me, suggested "Ripper," and said that he hoped it wouldn't prove a "Crippler."

To describe it briefly, it has 40-inch driving wheels,  $\frac{3}{4}$ -inch rubbers in hollow rims, T-frame, central gear, 18 inch steering wheel, turned with a bicycle handle-bar, something like the Star, and it weighs, all ready for the road, just sixty-one and one half pounds. I weighed it myself. It is geared up to fifty-one inches, and I almost wish that I had followed Miss Erskine and had it geared to fifty-six. It has a strap brake, applied by a horizontal lever in front of the steering bar. This bar and the saddle-post are independently adjustable. A coiled spring over the little wheel absorbs all vibration from the road without impairing the rigidity of the machine.

A friend of mine has a ladies' machine, by the same makers, with an open front and single-hand steering. This has wheels of the same size as my Crippler, central gear, etc., but is built a little heavier, and would weigh, perhaps, seventy pounds. I am sure it would be heavy enough for any one—it has  $\frac{3}{4}$ -inch rubbers, and a strong, large axle.

Now, if ladies generally will only insist on riding tricycles that are suitable for their needs, our manufacturers will be compelled to put them on the market, instead of getting out a single pattern and forcing it upon everybody, regardless of suitability. We ladies have an intelligent appreciation of the useful qualities of a pair of cowhide boots, but we have no desire to wear them ourselves.

DAPHNE.

#### CURRENT CALAMO

Mr. W. F. SUTTON has proved to the satisfaction of all inquirers his record of 230 miles in 24 hours on a tricycle.

A LARGE number of English wheelmen saw the old year out at the Anchor, at Riply.

THE middle which the Springfield Club is in is most unfortunate. We do not believe that any of the leading members would resort to the abstraction of books to injure a fellow member, much less indulge in stealing petty cash. Some unworthy member or thieving outsider must be responsible for all the trouble. We hope the matter will be thoroughly sifted, as the facts as they are presented are liable to create a deal of unpleasant talk. Private advices assure us that Mr. Fennessy will come out of the trouble with honor.

THE West mildly demands the Meet. Chicago or Indianapolis are the

places suggested, but Chicago has had it once, and probably is satisfied for the present. It is very unfortunate that our country is so large, for it is impossible to give all wheelmen a chance at the annual gathering. The meets have, however, been pretty equitably distributed hitherto, and we doubt not the decision of the officers this year will be a wise one.

THE Young Men's Christian Association of Cleveland, Ohio, have just added to their reading room several papers and magazines of special interest to bicyclists, such as the *Cyclist*, *BICYCLING WORLD*, the *Athlete*, *Outing*, etc. All bicyclists are invited to visit the rooms and make use of these publications.

THE vote on the constitutional amendment of the L. A. W., whereby the offices of secretary and treasurer are to be filled by one person, resulted—1,119 in the affirmative, and but seven in the negative.

AT a meeting of the Ohio division of the L. A. W., held 20 January, it was decided that the next Meet for 1885 shall take place on Monday and Tuesday, 20 and 21 July, at Springfield.

HATTIE L. NASH, recently of the Pope Manufacturing Company of this city, was married 15 January, to W. T. Grow, of Boston, at the residence of her parents in Philadelphia.

JACOB W. GRUBB, Esq., a leading wheelman of West Virginia, has been elected mayor of Wheeling.

AT nearly all the principal points of stopping by the Big Four tourists, arrangements have been made for extensive entertainments. At present the exact expense of the trip cannot be given, yet it is certain that the total amount for the two weeks will not exceed \$50, and the chances are that it will be much less. E. G. Whitney, 106 Dartmouth street, Boston, will furnish particulars regarding the trip.

We have received a copy of the *Almanack Illustré de la Année Vélocipédique*, 1885, which is issued from the office of La Revue Vélocipédique, of Rouen, France. The volume is full of comical illustrations giving the experience of wheelmen peculiar machines, etc. The work contains a cycling dictionary, or rather a dictionary to the terms used in connection with cycling, and, in addition gives portrait caricatures of over a dozen riders, including those of George Davidson (champion of Italy), H. O. Duncan, G. M. Hendee, T. R. Marriott, C. W. Nairn, and Henry Sturmer, besides several noted French riders and writers.

The picture of Hendee is anything but a likeness, though the artist has succeeded well with the Englishmen. The work is full of statistics of French cycling, and altogether forms a unique and valuable acquisition to the literature of the wheel.

YOU'LL know watch you are reading about this week, because there are pictures.

THE Clipper Almanac is issued. It is

as usual filled with a large amount of interesting sporting statistics. In the tables of fastest cycle records the Springfield records of 1883 are rejected, and so are the Philadelphia and the recent Woodside records. In treating with foreign records the compiler is not so particular, for he accepts without reservation records that the cycling authorities have refused to accept both in the bicycle and the tricycle columns, and he repeats Pem Coleman's mistake in making Cortis's time 2.41 $\frac{1}{2}$ . The almanac has had this figure right in previous issues, and we can see no reason for a change.

WHEELING ANNUAL has arrived. We have copies in stock, which we will mail for fifty-four cents.

THE following sums have been subscribed for the entertainment of the League in Buffalo: Pope Manufacturing Company, \$100; William Read & Sons, \$50; Stoddard, Lovering & Co., \$50; H. B. Smith Machine Company, \$50; George R. Bodwell & Co., \$25.

MR. W. H. J. GROUT, an English manufacturer, has at last perfected and made arrangements for the early production of the corrugated tire which he invented last year. This tire is corrugated, or cut like a cog wheel all round its outer surface, the idea being that the points of rubber, which would take the place of the continuous rope, being able to give on all sides, would be far more elastic than the usual style. Mr. Grout has also devised a somewhat different form, taking the shape of an ordinary hempen rope. He thinks these new tires will be of special use on safety bicycles.

#### RACING NEWS

##### The Kings County Wheelmen.

WILL hold their first annual indoor race meeting and entertainment on the evening of Wednesday, 25 February. The proceeds are to defray the expense of fitting up and remodelling the large and new building they have leased for a term of years, for their club-house, it having been found impossible to buy or lease any land in the vicinity for a building site. The building leased, when remodelled and completed, will contain a wheel room, with capacity of one hundred and fifty wheels, locker room, capacity of one hundred lockers, parlor forty feet by twenty feet, billiard room forty feet by twenty-five feet, committee room, repair room, bath room, and janitor's quarters. The work is progressing rapidly, and the club will take possession of their new quarters on 1 February. The building faces on Clymer street, east of Bedford avenue, is brick front, two stories high, and for roominess and comfort will be all that could be desired.

The race meeting to take place embraces a variety of races for club members. One-mile scratch for those who have never won; and two mile handicap bicycle races; a one mile match tricycle race between two aspiring members; a

mile roller skating race; and a Kangaroo v. roller skating race, which is looked forward to with considerable interest, inasmuch as their champion, Pettus, is to ride the Kangaroo against their fastest roller skater, Fuller. The only open events are a one-mile scratch race and a seventy-five yards slow race; gold medals to first and second in the mile race, and gold medal to the winner of the slow race. These races are invitation races; no entry fee charged. Not more than four men will be allowed to start at one time in either race. The track is twelve laps to the mile; board floor. A mile has been made on it in close to three minutes, and exciting contests are looked for.

Messrs. Frazier and Finley are to play a game of polo, and Messrs. Bloodgood and Finley are to give exhibitions of fancy riding. The entire entertainment is to be by amateurs only, and as most of it is entirely new to a Brooklyn audience a large and enthusiastic audience is expected. The regular attendance at the Brooklyn Roller Skating Rink, where the meeting will be held, is from 3,000 to 5,000 people at one evening session. Full particulars can be had of E. K. Austin, chairman of committee in charge, P. O. Box 2,414, New York City.

SAN FRANCISCO, 10 January. The first tournament and race meeting of the Bay City Wheelmen took place at the Mechanics' pavilion, Saturday evening 10 January. Although the night was rainy, there was a good attendance, and the seats on the main floor of the large building were well filled with friends of this enterprising organization, whose existence only dates from the beginning of last September. A nine-lap track had been laid out, and carefully measured on the afternoon of the races. The programme was as follows: Drill by B. C. W. drill Corps, captained by Mohrig.

Seventy-five yards slow race—W. H. Gibbons had an easy victory, H. Tenney, W. H. Day and W. M. Meeker dropping out early in the contest.

One half mile scratch bicycle race—E. Mohrig was first, in 1m. 37 $\frac{3}{4}$ s.; H. Tenney second, in 1m. 40s.; H. W. Melendy, o. The time was taken in single trials of each rider.

One mile race, for boys under sixteen years—George Dixon 75 yards, first, in 4m. 23s.; Joseph Bley, 300 yards, a good second; J. Muir, 100 yards, o; M. Berolzhime, scratch, o.

Exhibition ride, new varieties of cycles, grasshopper, tandem, tricycle, etc., etc., and the only steam bicycle in the world, which was ridden by the inventor, L. D. Copeland, and excited great interest.

Two-mile race—F. E. Johnston first, in 6m. 52 $\frac{1}{2}$ s.; S. F. Booth, Jr., second.

Exhibition riding—Ernest Rideout and Clement J. Schuster gave some very clever examples of trick and humorous riding respectively.

Five-mile bicycle race—F. Mohrig, first, in 18m. 11s.; Will Davis, second, after a plucky contest.

One-mile time race—The referee named 4m. 10s. for the time, and J. W. Nash came in at the head of the procession in 4m. 23s.

One mile novices' race—H. W. Melendy, first, in 3m. 28 $\frac{3}{4}$ s.; H. S. Blood, a close second; Thomas L. Hill, o; W. M. Meeker, o; C. J. Shuster, o.

Ten mile handicap—F. E. Johnston, 15s., first, in 35m. 29 $\frac{3}{4}$ s.; W. J. Monro, 45s., second, by about 25 yards; F. R. Cook, scratch, o.; H. S. Blood, 30s., o. This was considered the race of the evening, and caused great enthusiasm. When Cook got the word, Monro had made over two circuits and Johnston almost one. By hard riding the latter came up to the scratch man, the two gained on Monro, then Blood (who had an injured hand) dropped out, and Cook made strenuous but unavailing efforts to shake off his two pursuers to the end of the race. This is the first race since his debut that Cook has lost.

Two-mile "grasshopper" race—C. F. Thompson, first, in 7m. 55 $\frac{1}{2}$ s.; M. Berolzhime, second, by a few yards.

Officials: Referee, Capt. G. H. Strong; starter, W. Brown; judges, Tom Jennings, Ben. Benjamin, and H. C. Finkler; timers, H. Cook, P. McIntyre, and H. Lucas; clerk of the course, I. Quinn; committee of arrangements, E. Mohrig, F. Cook, and W. Monro; handicap committee, E. Mohrig, T. Hill, and S. Booth, Jr.

#### WHEEL CLUB DOINGS

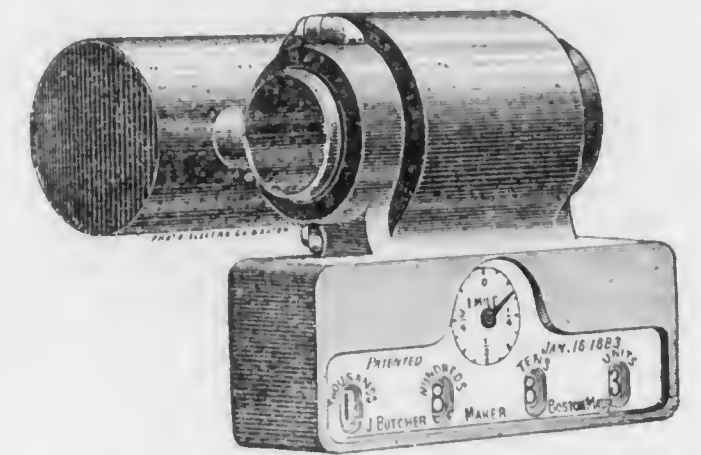
THE fourth annual reception of the Kings County Wheelmen took place at Brooklyn, N. Y., 22 January. The affair was one of the most brilliant events of the social season in Brooklyn. The floor was filled with ladies in full evening dress, and the wheelmen appeared in dress uniform. Suspended from the gallery at the entrance were warbling canaries confined in gilded cages. The gallery was crowded with guests who did not participate in the terpsichorean exercises. Several overtures were performed by the orchestra before the opening promenade. After a few dances, eight members of the club composing the team, as follows, gave an exhibition drill: Captain Edward Pettus, Lieutenant Edward F. Fisk, Secretary A. C. D. Loucks, Color-bearer John H. Long, Bugler Eph Johnson, J. M. Sorzano, John D. Bloodgood, Charles Fuller. The drill was, as a whole, finely executed, and included various movements. The various movements were highly appreciated, by the ladies especially. An exhibition of fancy riding was given, after which dancing was resumed, and kept up until nearly three o'clock in the morning.

At a recent meeting of the Genesee Club, of Rochester, N. Y., the following officers were elected: President, Robert Thomson; captain, H. M. Stillwell; secretary, A. B. Rapalfe; treasurer, F. E. Cowen.

THE seventh annual dinner of the Bos-

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ton Club will be held Parker's, 7 February.

The club committee of the defunct Boston Ramblers' Bicycle Club met one evening last week and finally settled up the affairs of the organization. The treasurer's report showed that when all the bills had been settled, a balance of about \$1.33 will be due each member as his share of the spoils. The club trophies and property that had not been sold were divided among the members by lot. E. L. Parker and E. G. Whitney secured a volume of the "Wheelman"; E. B. Cole, the ice pitcher and salver; R. S. Low, the Wakefield prize cup; I. S. Damerell, the white banner; A. D. Rice, the pink banner. The silver bugle was given to C. S. Howard, in recognition of his services while captain.

The Citizens' Club, of New York, is to hold its annual dinner in the early part of February. The club now numbers eighty-six, and is in a very prosperous condition.

At the ball of the Lynn Cycle Club, 13 February, there will be a game of polo on Star bicycles between Finley and Frazier.

The Pequonock Wheel Club, of Bridgeport, Conn., is to try and boom cycling matters. It is to have a track on the ball grounds, and is now endeavoring to secure funds sufficient to fit up a gymnasium.

The first annual hop of the Louisville Wheel Club, which took place Wednesday, the 14th inst., was the most enjoyable and pleasant entertainment that has been given here by the bicycling fraternity. The gentlemen present were attired in full uniform, making a very pleasing appearance in the ball room; the ladies present also looked their best. The Louisville Wheel Club, though yet in its infancy, have not been asleep, but have been keeping a moving, and are booming right along. L. W. C.

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Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—Dr. G. F. Marsden, Red Bank.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—J. A. Cross, Valley Mills, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication,

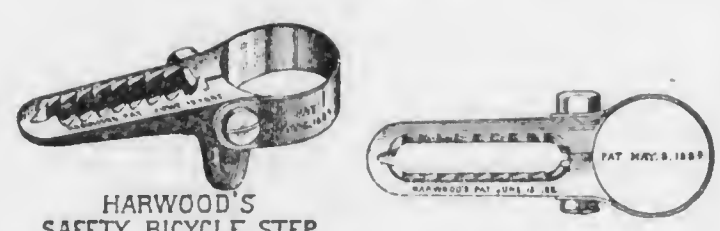
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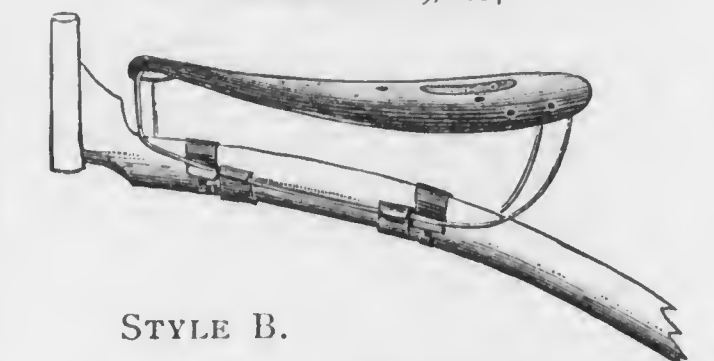
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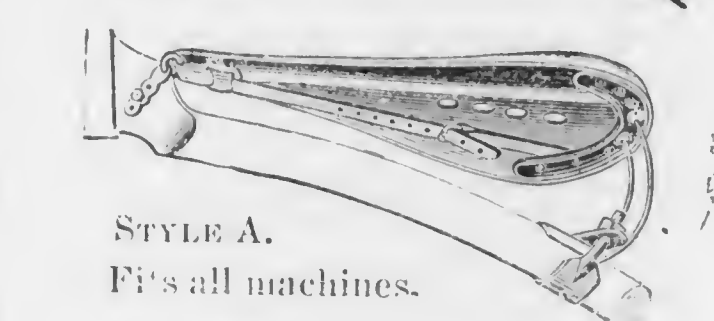
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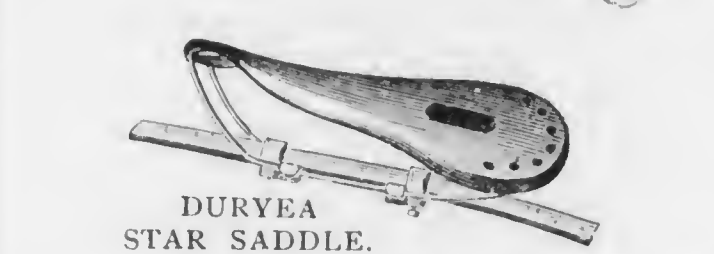


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Fits any Machine. (State what machine you ride.)  
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Try it once, and You will Use no other; it Makes  
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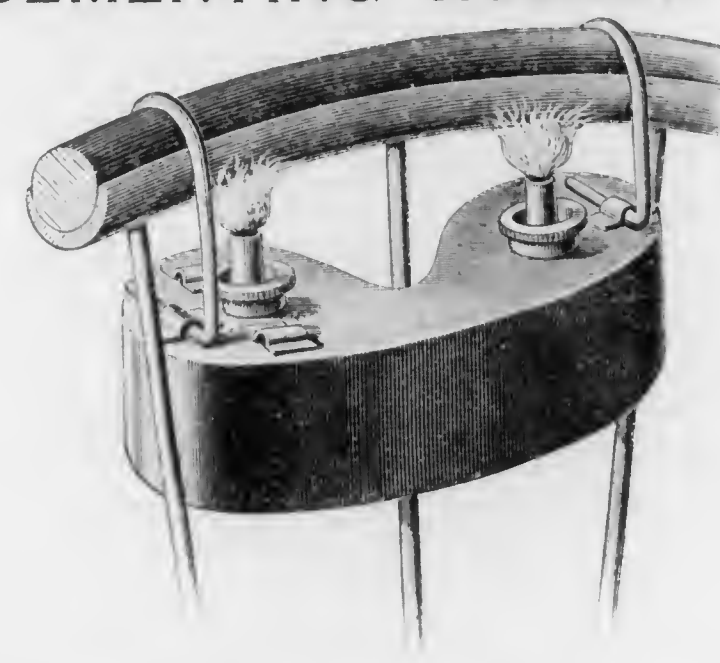
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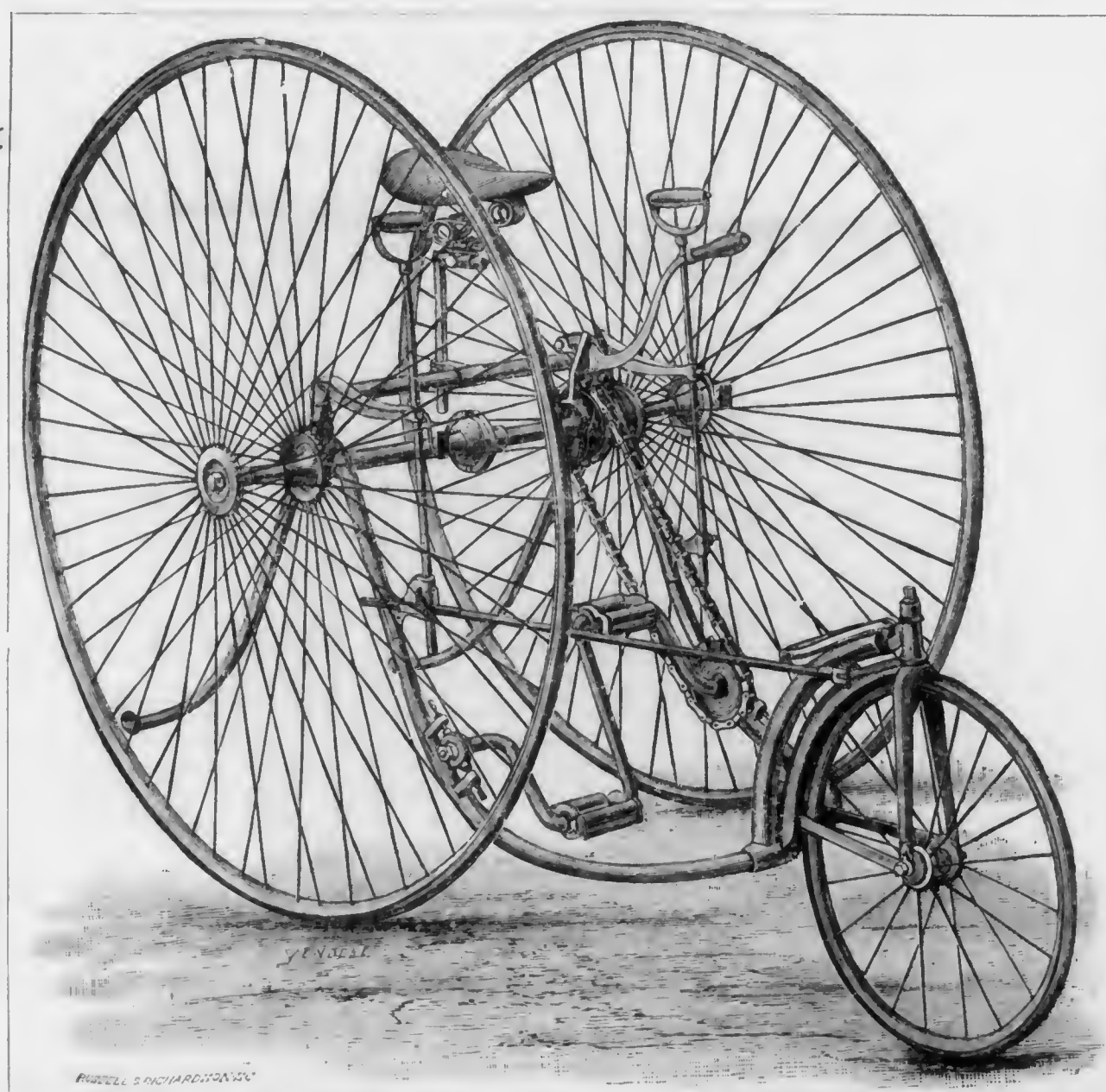
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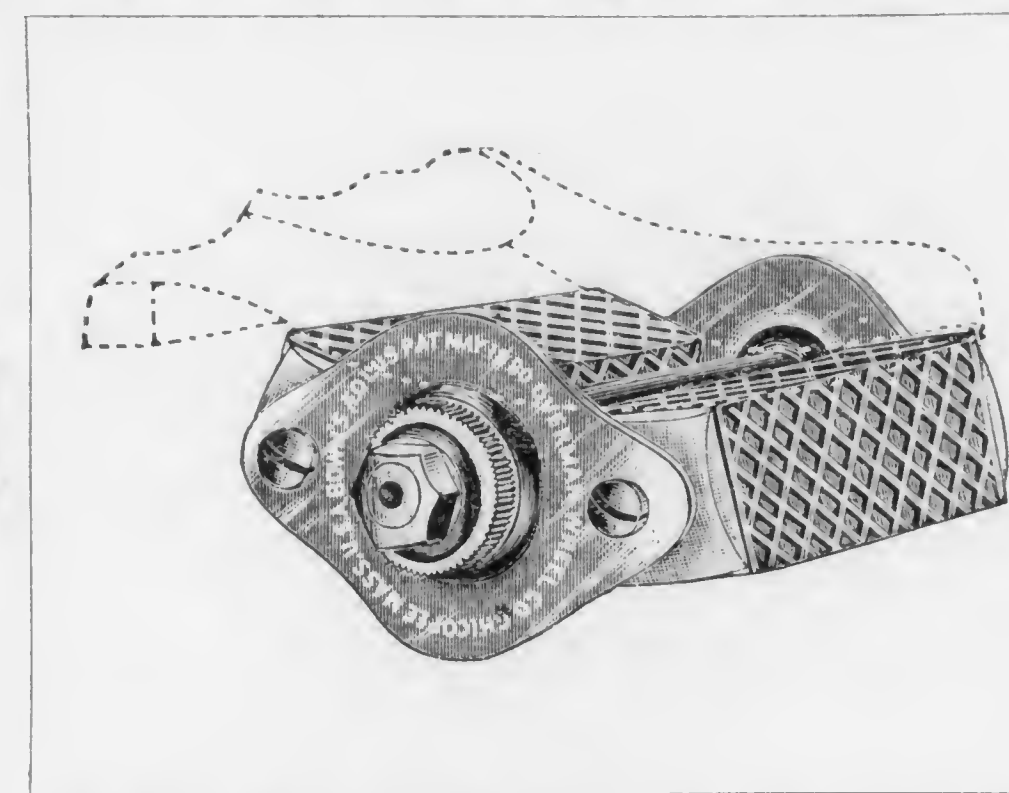
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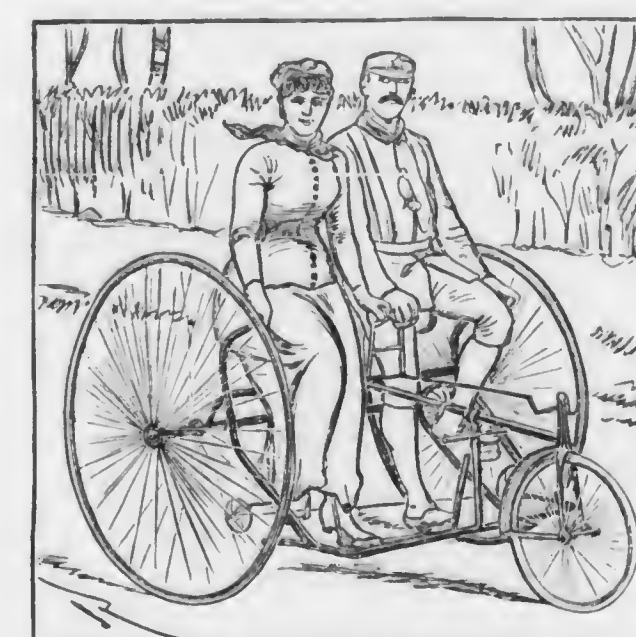
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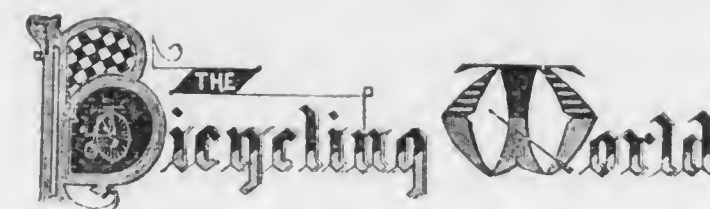
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J. S. DEAN . . . . . EDITORS  
ABBOT BASSETT . . . . .

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 FEBRUARY, 1885.

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### TO GO, OR NOT TO GO!

We hope our readers will risk one eye at least on Dr. Blackham's letter on the well-threshed subject of amateurs. Whatever one's opinion on the matter is, our correspondent furnishes food for reflection, and cuts up with some effect on the "shinny" or polo professionals. It is very evident that if the rule is to be enforced a good many of our wheelmen

will find themselves relegated to the ranks of the professional, and all on account of the roller skate and the hockey stick.

THE sporting editor of one of the large Boston dailies recently expressed surprise that a man who was a professional in one branch of athletics was so in all, and he could see no good reason why it should be so. We have been not a little surprised at the amount of ignorance in the community regarding the amateur rule; and it does not speak well for the intelligence of the age that the labor of the athletic journals and athletic associations has been thrown away. We said in a previous issue that the skating rinks would put the law to a test never before experienced, and our prophecy is coming true. What the outcome will be we cannot say; but we predict that in the near future the amateur law will be better understood and more rigidly held to, or it will be broken down. We believe in the execution of all laws on the books, and we trust that the proper officers of the L. A. W. will see to it that the amateur rule is lived up to, and then if the law proves better in theory than in practice we shall, perhaps, be ready for the heroic treatment of the case that Dr. Blackham calls for in another column.

At the risk of being set down in the list of the chronic growlers, we will venture the remark that it is in very bad taste for the Buffalo Club to fix the date of the annual meet. They might leave that to the board of officers whose duty it is to arrange the time and place of meeting. The invitation is to be for a certain date, and a not improper inference will be that the League is not wanted at any other time. It certainly will place the board in a delicate position, and it looks like coercion. We have the most pleasant relations with the Buffalo Club, and we do not wish to disturb them, but we will mildly suggest that it is idle to put forward the claims of the July date on any other ground than the claim which the "Big Four" put forward. It remains for the officers to decide whether they will postpone the annual meeting for six weeks to accommodate a few wheelmen who will be busy with preparations for a tour, or whether they will adhere to the regular date, start the new year early in the season, and leave

wheelmen to do their own sweet will on the national anniversary.

THE controversy about the place and date of meeting, which annually occurs in League circles arises from a misconception of the causes for which the League exists. It is foreign to the purpose of the League to select a date and place that shall lead to the bolstering up of any pet scheme, nor should they go to a city for the purpose of currying favor with the authorities. They should not go as the guests of any club, and throw a burden upon their hosts which the experience of the past has shown to be hard to bear. The League has a higher purpose than any of these, and we sincerely trust it will keep it steadily in view. It has work to do, hard, earnest work, and the time allotted for work at the annual meeting is altogether too small. The business meeting is generally hurried through, and the minds of the wheelmen are generally upon the parade, the banquet or the races, and business is sacrificed to pleasure. We hope to see very soon an abandonment of the parade and the race meeting, a doing away with all the fuss and feathers, and a buckling down to the earnest work of the League, that the machinery of a year may be set going in a manner that will insure useful results.

THE Boston Club celebrates its eighth birthday to-morrow evening, at Parker's, by a dinner. Some of its most active members to-day were in attendance at the first dinner of the club, which was eaten in the little back room of a restaurant on Hawley street, seven years ago. This is the toast on which the dozen or so gentlemen were worked up to a high pitch: "Success and prosperity to the Boston Bicycle Club, the first bicycle club in the biggest country, with the longest roads and the stiffest hills, in the universe." The country has not contracted, the roads are just as long and the hills as stiff as they were, while the wishes of that little party of cyclists have been granted, and the years that have passed so quickly have brought success and prosperity to the old Boston Club.

WE would call the attention of our readers to the advertisement in another part of the paper, of Singer & Co. It will be seen that at present they have no



agent in this country. Whether they have settled on any one to represent them, we do not know, but if not, we should think this an excellent opportunity for some enterprising cyclist or firm to obtain the agency of one of the leading houses in England.

THE appearance of our advertising pages this week forms a good basis for an opinion that the American market is developing into something important. It is the enterprising firms that recognize that there is a field here, and they are the ones that will reap the benefit.

WE read, recently, in a medical journal, that a tendency to embonpoint at forty was a certain sign of a sound constitution. We give this out for the benefit of the members of the stout fraternity in wheelmen, most of whom ride tricycles. The same journal also made the assertion that no amount of exercise would reduce flesh unless coupled with a diet on the Banting principles. Therefore, O fat men, let not riding be your only treatment, but see to it that you avoid club dinners and take up a poorhouse style of living.

WE are glad to read the following from the pen of the editor of the *League Gazette*. Our relations with him have been such that we know he has held this opinion, and we are glad that he has chosen to put his ideas before the members of the League:—

"We are glad to say that this has never been our opinion of the friendly criticisms appearing from time to time in the *BICYCLING WORLD*. We have felt from the first that we had a powerful ally in the *WORLD* whenever, in its opinion, we were right in our methods of advancing League success; and that it would prove an equally powerful foe when we seemed to them to be wrong. This is as it should be, just as we would have it; and we have good reason to be thankful therefore. Had it not been for their friendly criticism—and no paper has indulged in more of it—we would not have been apt to see so clearly the errors of ways and means that we had crept into. We trust that they, and all our contemporaries will continue to give us the benefit of their advice."

SECRETARY AARON calculates the geographical centre of wheel interests, based upon League membership at Scranton, Pa. Springfield and Boston must now subside.

THE secretary has got the right idea

of the stamp question. A letter asking information of an official does not deserve an answer if the writer neglects to enclose a stamp. If the information is not worth two cents, it is idle to search for it.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor, disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The L. A. W. Gazette.

*Editor Bicycling World:*—Your editorial in the *WORLD*, on the vexed subject of our *League Gazette*, merits the approval of all fair minded members, and should be very welcome to them after the long continued storm of criticisms and objections.

Now, please put me on record as one who is entirely satisfied with our existing scheme of an official gazette, and more than satisfied with the present editor's management of the same.

While our annual dues remain as low as one dollar, only part of which goes to the *League proper*, we have no right to demand, nor any reason to expect, to be provided with a *newspaper*; nor, even with increased dues, would it be advisable for us to attempt a competition with other and long established collectors of cycling information.

What we may justly desire is what the present plan aims to give us, namely, a *weekly* paper in which shall be gazetted all official reports, orders, and notices, and from time to time such suggestions and remarks from private members as the editor believes would benefit or interest the *League at large*. This, with special and larger numbers after each meeting of the *League*, or of its board of officers, reporting their proceedings in full, would give us all we can reasonably ask for in the way of an official gazette, and yet nothing more than we should have.

"It goes without saying" that we should be our own publishers, and it is to be hoped that the hinted solution of the postage difficulty may prepare the way to that desired end.

All this has been said before, by other and better writers than I am, but always with an expectant air of looking forward to an ideal something difficult of attainment. Now, sir, observe the novelty of my position. I believe our ideal has been realized. I am content with our *Official Gazette*, and "have nothing but praise for the way in which it has been conducted the past year." And as such a member, as I said before, I ask to be placed on record.

DUDLEY C. HASBROUCK.  
PERKSKILL, N. Y., 27 January, 1885.

Buffalo and the Meet.

*Editor Bicycling World:*—As all sorts of absurd reasons have been given why Buffalo should not have the next

L. A. W. Meet, permit me through your columns to advance a few reasons why the Meet should be held here. [We have yet to hear the first objection to Buffalo as a place for the meet. We think our correspondent puts it a little strong, for never in the history of the *League* have the eyes of wheelmen been turned with such unanimity towards a place of meeting as is the case this year with regard to Buffalo. There has been some discussion over the date: none whatever so far as we know over the place.—ED.]

Buffalo is not the "hub of the universe," nor of the *BICYCLING WORLD*, but it certainly is the hub of the L. A. W. wheel, and also the most convenient meeting place for all its members, as the following table of distances conclusively proves. Distances by rail from Buffalo to Boston, 495 miles; to Chicago, 530 miles; to New York, 430 miles; to Indianapolis, 465; to Washington, 440 miles; to Cincinnati, 435 miles; to Philadelphia, 425. Within the territory bounded by these cities is comprised almost the entire L. A. W. membership, and more than this over nine tenths of all wheelmen in this country reside within these limits. Buffalo offers greater railroad facilities than any other city, as it is the great terminal point for the trunk lines from all parts of the country. As these railroads every year offer special Fourth of July rates, good for several days before and after the national holiday, an inducement not to be scorned by most of us, and as July and August are the months most favored for vacations, and as our beautiful city is at its best during this season, and as "the Fourth is a great military gala day in the Queen City of the Lakes," 2 and 3 July have been selected as the best days for the meet. A cordial invitation is extended to our brethren of the wheel to enjoy with us a good old fashioned celebration. To those to whom this programme offers no attractions, there will be offered a variety of excursions, chief of which will be a run along the banks of the beautiful Niagara to the mighty cataract, a steamboat excursion on Lake Erie, and down the Niagara river.

The Buffalo Bicycle Club was organized February, 1879, and shortly after joined the L. A. W. It now has nearly one hundred members who are unitedly and enthusiastically determined to make the coming meet the most brilliant in the history of the *League*. With this object in view at a meeting held some time since the following permanent committee was appointed: Dr. J. Edwin Danelson, Dr. Charles S. Butler, Charles K. Alley, Charles F. Hotchkiss, and W. S. Bull. At the proper time an official invitation will be extended to the L. A. W. to hold the next meet in Buffalo, 2 and 3 July. In view of the fact that the Buffalo Bicycle Club is one of the oldest and strongest clubs in the *League*, it certainly is entitled to more consideration from the board of officers than the C. W. A.

Mr. Hal. B. Donly, the secretary-

treasurer of that organization, admits in his letter published in your last issue, that the meeting place of the C. W. A. has not yet been selected, but that it "will in all probability go to Montreal this year." "I would suggest, with the most friendly intentions possible, the impropriety of holding the" C. W. A. Meet in Montreal. As he says "Montreal and Buffalo are pretty widely separated." The board of officers of the C. W. A., if they are alive to the interests of their meet "will not commit the folly of spoiling their chance of getting a big attendance from Canada" West or Ontario by holding the Meet so far from Buffalo. If an experience of four annual tournaments counts for anything the majority of Canadian wheelmen will be in Buffalo, 2 and 3 July. "This argument certainly should have some weight when the board of officers" of the C. W. A. "come to decide upon where the Meet shall be held." Perhaps the board of officers of the C. W. A. will feel compelled to mutter to themselves "it's none of his business," but if Mr. Donly will allow me, I would suggest that "what is sauce for the goose is sauce for the gander."

W. S. BULL,

Representative L. A. W. for N. Y.

### Reductio ad Absurdum.

*Editor Bicycling World:*—If any demonstration of the absurdity of the present rules in reference to amateurship and professionalism were necessary, it would appear that the editorial in the *WORLD* for 16 January on "Professionals at the Skating Rinks" was well calculated to supply that demonstration.

A young man belongs to a bicycle club, and to the L. A. W., and neither races nor gives any one instruction in riding "for a consideration," and at the close of the riding season takes up roller skating as a sort of substitute for cycling.

He learns to play "shinny," which is now dignified with the cockney appellation of Polo, and after playing a game or two discovers he has lost his L. A. W. membership, because "forthsooth" one of the visiting clubs against which he has played numbered among its members some person whose standing in base ball, or lacrosse, or pedestrianism, or some other sport, pastime or exercise, about which our young man knows little and cares less, is not strictly amateur, according to rules and regulations of some so-called athletic association of which our young man is not a member, and to whose rules and regulations he is not by any fair rule of law amenable.

The case of the Chicago bicyclist who "made the pace" for a professional, and thereby forfeited his L. A. W. membership is equally ridiculous.

If there is any meaning at all in the amateur rule, aside from an attempt at class legislation, which is entirely foreign to American ideas and customs, it is the discouragement of the trade spirit in athletics.

But here are two cases in which a man loses his amateur standing for acts not done for gain at all, while the man who goes to Springfield, or New Haven, or Buffalo, or elsewhere, and scoops in bicycles, tricycles, and sundries in the way of prizes, who is seen at all the race meetings where *valuable* prizes are offered, who, in point of fact, pursues bicycling, not for money to be sure, but for money's worth, may and does retain unspotted his standing as an amateur.

If the *League* is fool enough to expell valuable members because they have played shinny on skates against teams whose roll of membership is contaminated with professionalism as aforesaid, then the *League* ought not only to "lose a great many members within a short time," but ought to lose *all* its members immediately, and lie right down and die.

I have no personal interest in this matter, for I don't skate on rollers, nor indoors, and I don't play shinny either on skates or elsewhere.

If the rule is to be enforced, it ought to be enforced impartially, and if it is I fear the L. A. W. will suffer a serious diminution in numbers.

Suppose, just suppose, the number of offenders should prove to be so large that their expulsion would practically break up the L. A. W. What then? And suppose, just suppose, that the expelled should, finding themselves cast out, get up another cycling organization in which there should be no class legislation. What then?

On the whole, I guess reform *within* the *League* is better. Instead of crippling our organization, and decimating our ranks by enforcing a silly regulation, let us rescind the rule and retain our members.

The L. A. W. ought to number among its members every respectable man who rides a bicycle or tricycle. It ought to devote its energies and funds to securing wheelmen equal rights with horsemen, to promoting improvements of highways, publishing road books, and in every way promoting the safety and comfort of users of the silent steed, and it ought to leave newspaper publishing, instruction in etiquette, definitions of social status, etc., etc., etc., severely alone.

And I hereby give notice of my intention to move at the next L. A. W. Meet, the abolition of the class distinction, and the opening of the L. A. W. door wide enough to admit *every respectable person* over sixteen years of age who can procure the written indorsement of his or her application by two or more L. A. W. members, without reference to occupation past, present, or prospective of said applicant, providing only that it be honest and lawful.

GEORGE E. BLACKHAM,  
L. A. W., 464.

### Recent Patents.

THE following list of patents, recently issued in connection with bicycles and tricycles, is furnished by Henry W. Wil-

liams, Esq., Solicitor of American and Foreign Patents, 258 Washington street Boston:—

No. 310,620. Richard G. Shute. Bell for Bicycles.

No. 310,676. Thomas P. and James B. Hall, Toronto, Canada. Tricycle.

No. 310,858. Joseph L. Yost, Wallingford, Conn. Bicycle.

No. 310,862. James Leigh, Chelsea, Mass., and R. W. H. McDowell, Manchester, England, assignors to the Revere Rubber Company, Boston. Elastic tire. Consists of a rubber tire, with a semi-hard rubber core, unyielding at ordinary temperatures, and extensible at a temperature non-injurious to the rubber.

No. 311,084. T. H. Paessler, Malvern, Ohio. Tricycle.

No. 311,112. John A. Enos, Peabody, Mass. Transcycle.

No. 510,868. R. H. Andrews, Washington, D. C. Tricycle.

No. 310,998. Carl G. E. Hennig, Paterson, N. J. Tricycle.

No. 311,188. John Knous, Hartford, Conn., assignor to the Pope Manufacturing Company. Velociped-spring clip.

No. 311,320. William Hillman, Coventry, England. Velocipede.

No. 311,332. James A. Lamplugh, Birmingham, England. Bicycle-saddle.

### The Bermuda Trip.

A few lines will suffice to let you and such readers as are interested in the first Bermuda touring party from America, know of our safe arrival, and of our enjoyment of the roads and scenery in this charming group of islands.

Illness prevented several who intended taking the trip from starting, but twelve of us met on board steamer "Orinoco" on Thursday, 22 January, and soon the bitter cold weather was left behind, only to be succeeded on Saturday by what the experienced called a "moderate gale," but which the *ten* seasick and otherwise miserable cyclists thought was more like a hurricane.

It was not until Sunday forenoon that we got smoother seas and brighter skies, and by noon we were lying on the deck taking sun baths, and feeling our heavy clothing begin to be burdensome. We sighted the islands shortly after 2 P. M., and soon after took a pilot who took us to an inner anchorage ground, where our party left the steamer, and came ashore in a small Bermuda yacht. As our steamer lost her course in the gale of Saturday the regular pilot had missed her, and was cruising about in search of her till Monday afternoon, while she lay at anchor only two miles away from (but out of sight of) her dock, and unable to come in, as no pilot could be obtained who could bring her through the narrow dangerous passage in the reefs, till late Monday afternoon one came from the distant island of St. Georges. We were thus delayed a day and a half, as our plans included getting our wheels Sunday by noon.



Mr. Goedet, a resident wheelman, had arranged a series of excursions for our party, which was by this delay badly disarranged.

Mr. Elwell had secured special permit from customs officers for immediate delivery of our wheels, but we had to unpack them Tuesday morning, when they were finally taken from steamer's hold, and we at once started for St. Georges under guidance of Mr. Goedet and Mr. Maclem, a Canadian gentleman who has been some time on the island.

The delightful run to St. Georges, broken only by stops for our photographer, the lunch there which had been telegraphed for, the visit to the Botanical Gardens, the old church, the welcome by the whole population, are things which will long be remembered by us all, and which should be enjoyed yearly by other happy cyclists.

On our return we were heartily welcomed and handsomely entertained by Mr. Allen, United States Consul.

To-day high winds and frequent rains prevented the arranged run to Ireland Island, and we only succeeded in getting short runs morning and afternoon, and a few photographs. Two of our party return by steamer, sailing tomorrow, but ten remain till 12 February.

If their hearty praise of the opportunity for delightful wheeling in this favored spot, where there is neither mud nor dust, does not result in other touring parties coming here it will be inexplicable to those who have seen and enjoyed it all. The temperature during our stay has ranged 64° to 76°. Everybody has shown interest in our coming, our stay, and our happiness and comfort.

The Royal Bermuda Yacht Club made us their guests immediately on our arrival, and extended the freedom of the club to the whole party.

I have already exceeded the space that a "few lines" should take, and can only say to other wheelmen, if you would be happy, — come to Bermuda.

TRICYCLER.

28 January, 1885.

#### Coasting.

MUCH has been written about the safest way to descend steep or rough hills on the bicycle, and though the wheel has been in use for over six years in this country, the question as to whether "legs over," or "feet on pedals" is the best, has never been settled. As the roads in this section are several inches under the snow, the only cycling that can be done is on paper, so I will proceed to unload the results of my observations for the year 1884 on a suffering public.

I think that I do not err much in saying that four fifths of the riders in the United States believe that their machines are under better control with their feet on the pedals than with legs over. Now, of all mistakes, this is the most universal. Suppose, for instance, you come to a hill tolerably rutty and stony, and essay to

ride down with your feet on the pedals. You must, of course, back pedal, which, on a stiff hill, say one foot fall in ten, is rather dangerous. If you fall legs under, you are almost sure to light on your hands, and your machine is liable to be damaged more or less. Back pedalling is work anyway, and who on earth wants to work down hill? Up hill is bad enough.

Now suppose you put your legs comfortably over the handles, sit well back on your saddle, and use two fingers of your right hand to hold your brake. You can go as slow or as fast as you like; you can, if necessary, swing your feet to either side and jump to the ground, or by a pressure on the brake lever, go over in front of your wheel, and in either case, light on your feet and hold your machine up. In case you run into anything too large to ride over, all you have to do is to put on your brake and go over the front. I leave it to any one as to which is preferable, striking on your hands and having your machine hit you in the back of the head, or coming down on your feet, with your machine and your dignity intact?

In conversation with various cyclists, I found a number of them stated that "they could not control their wheels with their legs over the handles as well as with feet on pedals." The explanation is simple: they have never learned how to coast thoroughly, and of course they don't feel safe. I have no doubt that some of the readers of this article will think me presumptuous in making such a statement, but the facts will bear me out. The average rider can coast down a smooth hill as long as he is going at a medium rate of speed, but put him on a rough, rutty, stony, steep hill, where it is necessary to turn and twist, and down go his feet on the pedals, and he risks breaking his machine, let alone his neck, for the simple reason that he never learned how to coast properly.

Another hindrance to coasting is the wretched apology for a brake lever which is still in use on many machines. The lever should come within two inches of the handle tip, so that two fingers can be placed on the lever while the thumb and the other two fingers have a firm grip on the handle. Thus fixed, you can coast a hill two miles long at a snail's pace, without any discomfort arising from cramped fingers.

Now, of course, the above remarks are not intended for the man who lives in a level country and never goes out of it; but if any one else is "converted" without having it knocked into him by sad and bitter experience, I shall feel that my ink has not been wasted. If more-over, any one differs with me on the subject of coasting, I will show him, should he ever come to St. Louis, hills which he cannot ride down, but which he can coast. We have not much to brag of out in Missouri, but we can show a good gravel road, which is for twenty miles a succession of hills, the least of

which would make a good showing, when compared with "ye hill in ye suburbs of Boston yept Corey," the same which I have feasted mine eyes on.

Reckless coasting is to be deprecated, i. e., "shooting" hills with cross roads where teams are liable to be in the way, or where a curve in the road shuts off the view, but on a down grade of any consequence, the rider's rule should be, "If you can't coast, get off at the top and walk," and if this rule is followed, no falls and mighty little walking will be the result. R.

#### Exotics.

WE have discovered that one of the secrets of the new style of cycling journalism which is having such a run in England, is the intemperate use of quotation marks. It looks slangy and rakish to use pat words and enclose them with marks of credit. In fact, the more the matter looks like a pepper and salt suit the better.

This is a sample of the most approved style of London journalism: "Our Bob" thinks of 'going for the Dodbury 'pot,' if he does, 'our Sam' will have to 'go' a bit if he wants to 'get there' as soon as the aforementioned "Bob". We'll bet a 'tanner' both are 'corpsed.'"

The *Cycling Times* has this week a cheap wood-cut of Louise Armaindo, with "her Royal Mail bicycle, upon which she has won all her great races." Any one with half an eye could tell that the machine depicted is a Yale of the 1881 or 1882 pattern.

JACK KEEN, says: "I like Americans. They are a nice sort of people; only you mustn't take any notice of what they say to you, when you have just beaten one of their favorites."

#### St. Louis.

I WILL endeavor to-day to relate several incidents (well substantiated facts) which have occurred at various times during the year 1884 to St. Louis wheelmen. We may not be as prominent in cycling matters as some cities, but we are well known to be strictly reliable in all our statements, and we guard our reputation for truth and general veracity with a jealous care. In the first place I wish to record a circumstance which occurred about one hundred miles from St. Louis, in the little town of Clarksville, and which has never been printed that I know of. A party had ridden up to the aforesaid burg to enjoy the superb roads which abound in that section, and were taking a thirty-mile spin out through the country. The hills on these roads furnish the most elegant coasting that I have ever seen, being steep enough to get up a tremendous speed, and not like our De Soto hills, so steep that it is impossible to let the wheel loose for fear of being chief mourner at your own funeral.

We were coasting down a long hill, the road winding around the side of a steep knob like a miniature mountain, when a bald eagle that had been circling around out over the valley, suddenly started across country in the direction of the knob. His altitude being about equal to that of our party it soon became evident that there was going to be a collision if the eagle did n't keep to his own side of the road. He, however, had evidently been educated among the Dutch teamsters of St. Louis County, and cut straight across with his eyes shut. His course brought him within a few feet of one of the party, who without thinking reached out his hand and caught the eagle by one of his legs. The bird appeared surprised and acted as if he'd forgotten something somewhere in the zenith and stated after it. This had the effect of unseating the rider, who was almost "lifted" from his wheel and deposited by the side of the road. He made a wild attempt to catch his wheel, but no one who has not attempted to corral an eagle and a bicycle on a down grade at the same time can appreciate the difficulties he labored under. The bicycle got loose and running by itself some one hundred yards down the hill finally jumped the road on a curve, and falling over a steep bank was discovered hanging by the spokes of the little wheel in the branches of a small sapling with the big wheel revolving a large number of turns in a second. In the meantime the eagle had dragged Cliff quite a distance down the hill, and finally by a sudden effort broke loose and shot off down the hill like a streak of bad luck. Not noticing the swiftly revolving wheel in his mad haste he flew straight into it head first and was whirled around into the forks and his neck broken. It killed the eagle, and Cliff has the skin stuffed as a memento of one of the most remarkable occurrences that he ever passed through.

Some time ago a man who was unfortunate enough to own a fractious horse, met a bicyclist in Carondelet, on the road; the horse became excited, and not stopping to consider the result of such a course, "let out" down the road, damaging the wagon slightly and the owner's feelings more. Said owner (we laugh when we think of it yet) offered \$10 reward for the apprehension of the evil-minded cyclist. The evil-minded cyclist said he always was hard up and \$10 would be very acceptable just then, and announced his intention of claiming the reward. However, as he doubted whether the man would pay it to him personally, the assistance of a third party was invoked, and a scheme concocted on the "divy up" principle. The capital in the scheme was necessarily limited, so the stockholders were reduced to two men, the informer and the prisoner. The "firm" was very reticent about the success of the scheme, but it was noticed that for three or four days after they were exceeding flush, so we judge, that for one pair they did very well. The owner

of the wagon is a wiser man than he was.

We have some very good coasters and hill climbers in St. Louis, as Mount Washington and Corey Hill show; but one of our promising fancy riders has discounted all previous feats in coasting. He is, or rather was, employed in the third floor of a hardware store in the city, and while off duty would practise various tricks on the third story floor. On one occasion, while at a stand-still near the freight elevator, he leaned against one of the ropes; just then some one on the second floor let the brake off and the rope instantly slackened and down he went. He says that all he remembers is that the road-bed was very rough, but he did n't have time to investigate. He fell clear through to the basement, and lighting on a man oiling the machinery down there, jumped up, and said excitedly, "Did you see me coming? Did n't I come a whooping?" The basement was soon thronged by a crowd who never expected to see him alive again, but were obliged to transfer their sympathy to the man he fell on. He owes his salvation to his being a feather-weight and falling on a soft spot (the man's head.)

Speaking of narrow escapes reminds me of another one (also coasting). Two cyclists (one a youngster of sixteen), started out, one pitch dark night, for Manchester, thoughtlessly leaving their lamps at home. But knowing the road like a book, they exercised no particular care on that account, and, not meeting any teams, slid all the hills without a brake, as they always did in the daytime. Ten miles out, on a steep hill, the rear man heard a loud crash in front, and being some distance in the rear, slacked up, got off and ran down to see what was up. The sight he saw was scary, to say the least. The bridge at the bottom of the hill had fallen down and lay in a mass of ruins down in the bed of the creek, twenty feet below the road. The farmers had built a five-rail fence across the road right in front of the jump-off, with one of the stakes slanting up the hill at an angle calculated to run through a cyclist in the coasting attitude lengthwise; this stake projected fully ten feet up the hill. The youngster hadn't seen the fence till he hit it, and was thrown with terrible force, barely missing the stake and landing on the edge of the bridge abutment. Strange to say, he was n't hurt in the least. A special providence must watch over cyclists.

We had our weekly ride in the mud last Sunday. There is a combination of cyclists composed of three men, which invariably brings rain when it gets out on the road. The combination is called "the Jumbo, the Lamp Post, and the Ash Barrel," describing the size and anatomy of the members. The combination was out Sunday, so although it was the middle of January, it rained of course. We stopped at our Hotel de Manchester and asked what he had to eat. He said he did n't have any milk, for the cow had

just died; adding, however, that he had some very good roast beef. Somehow the boys did n't seem to attack the beef to any great extent, so we told him to let us know as soon as the cow was disposed of, and we'd come again. We had a very nice ride home in the mud, and several bicycles were lost — to view.

It was dark when I got home, and I let the wheel drop in the back yard, knowing that it could n't get any worse than it was. In the morning I noticed a mound of mud and yellow clay frozen solid in one corner of the yard, but did n't see the bike. I have a faint suspicion that the old 58 is there, and will dig it up and see in the spring when it thaws out and I get rested. Well, the office boy has to clean it up, so I don't care. But I've got lots of sympathy for that office boy. EPH.

#### Safety Bicycles.

##### III.

THE Kangaroo race was followed by a rush — which it intensified and hastened, but did not wholly cause — among the makers to produce something in the "safety" line. The first was another revival of the Hail, gear wheels and all, under the name of the Paragon, but the maker was so thoughtless or so hasty that his cut shows a full-sized wheel; this was said to have been secured by patent No. 11,799, 30 August, 1884, but the advertisement disappeared soon. The Pioneer (?), the B. S. A., and the Antelope are boneshaker patterns, being reproductions of the Bicycleette, only putting the small wheel first; the last named has the only novelty, which consists in making the handles like the arms of an arm-chair, on each side of the rider's body, so that there is no handle bar in front of him. This is advertised as "the only perfect open-fronted safety bicycle." The delicious humor of this claim will appear to anybody who notes the size and shape of the machine; see page of cuts in *WORLD*, of 23 January. All these machines are said to be patented, but, as English patents of 1884 are not yet accessible here, I cannot say as to that. Even Mr. Singer caught the infection, and announced a revision of his 'Xtra on the Kangaroo plan, notwithstanding he has always advocated his machine as securing safety without giving up the large wheel, and has stoutly insisted that "after five years' test, it is still the only real safety bicycle." But he seems to have thought better of it, for he has contented himself with bringing out a 44-inch 'Xtra; thus he unites a small wheel with the Xtra's peculiarly long foot-stroke, lessens its claim of speed, and gains only some reduction in weight and clumsiness, with (of course) an easier driving. That is, he seems to have made over the 'Xtra in the direction of the Facile, as far as he could, instead of carrying out his intention to imitate the Kangaroo-Hall.

[The *Cyclist* received to-day — 26 Jan-



uary—contains a letter from Mr. Joseph Hall, which shows that my surmise relative to the probable lapsing of the Hall patent was correct. The Kangaroo patent is therefore as hollow as its pretence of novelty.]

I say unqualifiedly—and challenge denial from any quarter, in either country—that all these “safety” attempts during the last year or two, are in one sense offspring of the Facile, in that they are attempts to cut in upon and share its marvellous and honestly earned success. Yet there is not one material novelty in them, the utmost that has been done being to dig up forgotten devices which in their time were still-born. This does not prove the failure of inventive power, but it does prove strikingly a fact of great importance to callow and would-be inventors, as well as to the public, to wit: that so simple and rigid are the conditions which determine a practical and really operative bicycle (and tricycle, too), that the realizable improvements are about all made. The bicycle, in short, is about finished, excepting minor improvements in materials and detail. This fact is not fully understood, but still I count it a veritable fact, and so important, withal, that I shall hereafter knock at the door of the B. W. with some further observations about it. To invent new safety bicycles is perfectly easy. I could produce a dozen myself; but I would not give a dish of soup for the lot of them, my own included.

Besides the natural desire to copy the Facile, there are three reasons which to me go to explain this sudden rush after “safety.” One is that wheel production in England is in a somewhat overdone and unhealthy state. By this I do not mean any existing or prospective falling off in use, but simply that the trade has got into over-production. A few years ago, new men kept going into manufacture, and none failed; now, Andrews, of Sanspareil fame, Rucker, the National Small Arms Company, and a number that I do not recall at the moment, have gone under. The trade has become crowded, the fittest will survive, and the greater will swallow the lesser; but meanwhile competition is the quicker to dart after anything that seems to have a chance of popularity. Mr. Hillman stirred up something which had been forgotten for years, and immediately there was a rush to dip lines into the same pool of “geared-up,” although those who have dragged out the bone-shaker type are comparatively obscure makers and presumably inexperienced. A second explanation is that there is a reaction from the tricycle. That long-neglected machine has drawn to itself most of the surplus capital and inventive skill in the trade during the last three years, and has been wonderfully improved and “hoomed”; but it seems to have been overdone, or at least to be meeting a temporary exhaustion and reaction, which takes the “safety” outlet

now. The prevalent craze for “records” is the third explanation, the Aquarium “six days” being the latest instance of record run wild. The track used then was an abomination, the contestants tumbling over one another frequently, and one coming away with over twenty bruises on his body; the time was nothing remarkable, for a six “days” race of eight hours each, divided into two parts by a rest of three hours; and the whole thing was an exquisite absurdity as a test of safety bicycles. Obviously, the place to test bicycles is the place where bicycles are to be used—on the road. If a safe machine has practical value, it must bear the severer roads and usage to which the promise of safety causes it to be subjected; in “fancy” work on the smoothest roads, with the most favorable conditions, it is out of place, and to put it on a track and claim its performance there as a proof of value as a safe machine is farcical; as well commend an axe to woodchoppers, by showing how easily and quickly it cuts off turnip-tops. To discuss the merits and defects of the Kangaroo class in this public way would be, for me, an impropriety, but I cannot conclude without pointing out the characteristics of “gearing up,” which I may certainly do without indelicacy, inasmuch as I myself offer the market a gearing device.

In tricycling, gearing up is, in a few instances, very old; the earliest I now remember was Stanley & Sutton's queer little Tom-Tit, which geared a 24 wheel to 48, and was soon abandoned; then came the Rob Roy, gearing a 30 wheel to 50, and this, though still made, has not been successful. (Here I must utter a warning against small wheels wherever found in bicycles or tricycles, front or rear; the medium is happy and safe, and a very small wheel is nearly as bad for an adult as a very large one.) It is undeniable that the former rule in tricycling to “gear down for power” has been gradually modified, first, into gearing level, and now into an almost invariable gearing up, so that “gearing” is now understood to mean gearing for speed; but before a broad conclusion is drawn from this fact in favor of gearing, we should note that in the essentials of ball-bearings, — more correct shape, lighter build, and more vertical action,—the tricycle has been improved into having much easier draught. Tricycles have also a long crank-throw, and gearing gives a pleasant relief from pedalling so far and making so little progress.

Everywhere speed costs, the cost increasing faster than the speed; we can have speed by paying for it; and whoever fancies that by some hocus-pocus of gearing or other mechanical contrivance, he can get it without paying for it, item for item, is nursing a delusion; nature's law has declared the contrary; and as I can't produce an exception even in favor of the Facile, I shall never encourage the belief that there can be literally any gain in so-called “speed” gearing. It is a

simple matter. Suppose the power consumed in turning a 40-inch wheel once around is represented by sixty pounds or ounces, no matter; gear up one quarter and one foot revolution carries the wheel one and a quarter revolutions, “equal to a fifty”; but you will consume in doing this at least what you consumed before in making one and a quarter revolutions of both pedal and wheel, to wit, seventy-five. You may go at a given pace with a quicker and easier pedalling, or, with a slower and more laborious one; you must choose one, and you can't have both. Does a 40-wheel geared to 50 run as easily as an actual 50? Theory says no: for the reason that you have the same leverage against you, there is an increased friction, and the resistance of obstacles is always greater on a small wheel than on a larger one; the more extreme the extremes, the greater the unfavorable result, so that a 36 wheel geared to 56 would be more laborious as compared with an actual 56 than a 40 geared to 60 would be as compared with an actual 60. On the other hand, there is some saving in weight.

Here will be opposed to me the experience of some riders to the contrary; yet theory may be right. If testimonials about the ease of geared machines on hills and rough roads convey (as some of them seem worded to convey by implication) the impression that a geared wheel drives more easily or better than the size to which it is geared, they will deceive; it is demonstrable as a proposition in mechanics, that the contrary is the fact; and yet there is a simple reconciliation for this apparent contradiction. With riders of the same weight, it will take the same number of pounds to propel a wheel under the same conditions, but it may be practically lighter work for one man than for another; a 40 geared to 50 may even be driven by one rider with less tiring effect than another one drives a “level” 40.

The conclusion is, that for some purposes and some men, gearing is good; for general purposes and the mass of riders, it is unquestionably bad. The harder the road work to be done the more cautiously it should be ventured; light-weight men and those of very moderate or slight strength will do better to avoid it, for when the work is hard or the rider has only just power enough to use (all the more if both of these conditions occur) an easier even if quicker foot action is better than the other. But for roads and weather which require the minimum labor in driving, and for heavy men and those who have ample reserve strength and can put out a good deal without feeling it, the slower and more powerful foot action may be less tiring. If you have light work to do, good weight, and abundant strength, it may be well to give increased pressure in exchange for decreased leg motion; if you have the contrary conditions, you will do better to use more leg motion and less pressure, even though (as before indicated) it takes the same aggregate of pressure in either case to run a mile.

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As we have given up the agency of Messrs. SINGER & CO., of COVENTRY, ENG., intending to devote all our time and energy to the sale of Messrs. **D. RUDGE & CO.'S** celebrated Bicycles and Tricycles, we have made arrangements with our licensors to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

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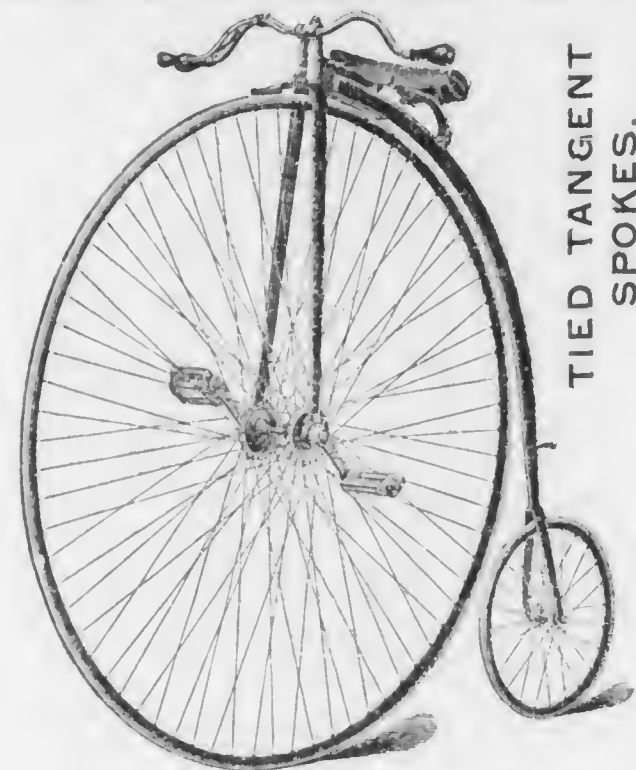
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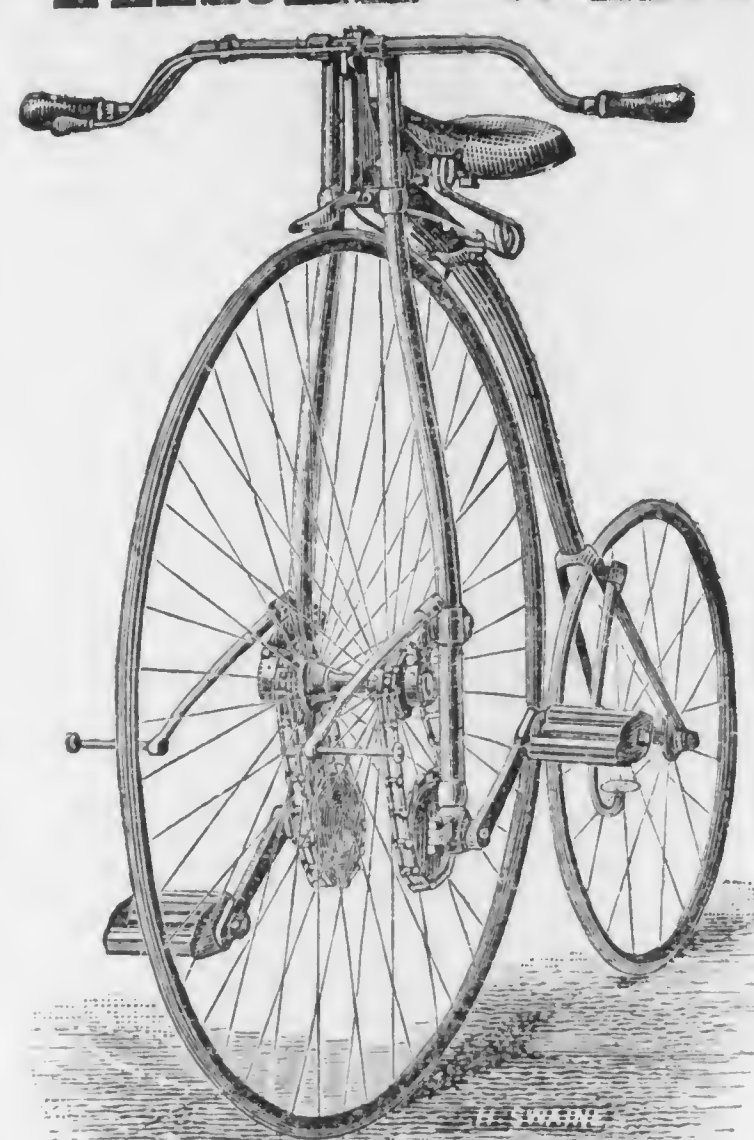
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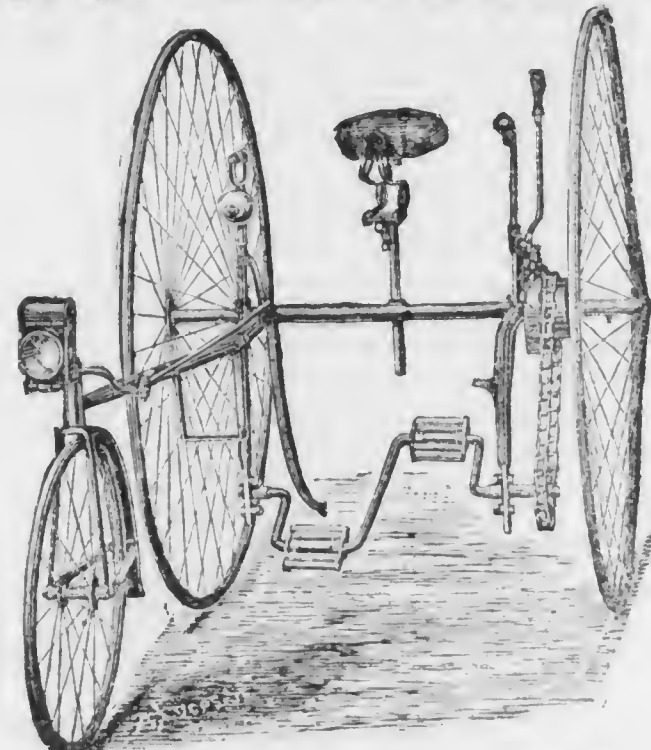
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100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"

Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

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Dust Proof, Single Ball Bearings to Front Wheel.  
Rear "

NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),  
Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

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Every machine furnished with Handy Tool Bag, containing Oil, Spoke Grip and Tools.

\$125.

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The highest grade Bicycle extant. 50-Inch, \$145

THE SPECIAL SANSPAREIL ROADSTER,  
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The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

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The other consideration should be notable. Gearing puts a special strain on a machine; the harder the road work and weather the heavier the rider and the higher the gearing, the greater this strain will be. A machine must therefore be scientifically planned and first class in construction, or the application of gearing to it will much increase its chances of going to pieces. The reason briefly is, that the friction is greater, the shocks from obstacles are greater, and the strain on the parts specially involved is greater.

What the outcome of these movements will be is a matter of opinion. Among bicycles professing safety the fittest will survive; and I am not at present in the trouble market as a borrower as to which that will be. I think the tricycle, with all its progress credited to it, is "too previous" for American roads. I do not believe anything can, and for quite a while yet, at least, do not wish that anything should, drive out the ordinary bicycle. There is always room in the top story, and as it will be a long time yet before all the Americans ride, who ought to, there is no occasion for any trade surliness; new machines can work in without displacing any existing good types, yet the "top story" is for new machines a great way up. I have, no doubt, that the safer bicycles will be more and more used. I think that of these there will be not more than three survivors, which ones these are I shall doubtless be cheerfully excused from mentioning.

JULIUS WILCOX.

### CURRENTE CALAMO

"She."

She comes her tricycle upon,  
And glides as lightly as the swan,  
Or as the swallow flies;  
And moves with such an airy grace,  
The ardent blond with glowing trace  
Her cheek with crimson dyes.

The breeze doth linger by her charms,  
And seeks with cool encircling arms  
To help with loving care;  
The sun that o'er the branches creeps  
Through ev'ry leafy crevice peeps,  
To view a form so fair.

Beneath her gown her little feet,  
Now up, now down, with rhythmic beat,  
Do press with dainty tread;  
Like moths that circle round and round,  
And chase each other o'er the ground,  
Through mazy whirlings led.

Her little hands direct her way,  
And make her steed her will obey,  
As fancy doth incline.  
Ah me! if those dear hands would guide  
My wayward steps, and by my side  
Those feet would tread with mine!

— Xmas Cyclist.

JOHN O. BLAKE, Esq., of the John Wilkinson Company, Chicago, has been in Boston the past week.

IN speaking of the League meeting at New Orleans the *Bicycle South* says of the roads: "Our noted shell roads to West End and Spanish Fort on Lake Pontchartrain, are as fine and level as the best racing tracks in America; St. Charles avenue, now being paved with asphalt from near the centre of the city (Lee Monument) to Carrollton — a straight stretch of seven miles — will in all probability be finished by next May, and a finer course for a bicycle parade could not be had."

NOT many weeks ago the Louisville bicyclists wrote up to Chicago to see if the boys here would run them a fifty-mile race. Van Sicklen wrote them that a gold medal would be put up if they would come. They replied that they should expect the Chicago boys to pay the railroad fare, hotel bills, hall hire, and other expenses. "Hav'n't you forgot something?" Van wrote in return. The race will not come off. — *Chicago Herald*.

THE "Wheel Life" says of the kept-amateur system: "One well known London club man is quite hopeless over the state of amateurism, and instances the names of gentlemen amateurs who are retiring from the path in disgust. He believes that the whirligig of time will once more bring round a state of things when the gentleman amateur will refuse to race as an amateur in the present sense of the word, and that a certain class of men will bind themselves together in a union knowing not the present definition. When such desponding views are prevalent it is high time for a blow to be struck."

DR. FANNY J. MILLER, an English lady physician, says: "There is no reason to believe that tricycling is in any way injurious to even delicate persons. Middle-aged men, with that tendency to degeneration of the muscles into fat, which is one of the dangers of their period of life, will find tricycling to assist the heart's action rather than strain its powers. Nearly all chronic complaints will be benefited by this form of exercise. For ladies, I believe it to be especially suitable." Further it is added: "Several lady members of the royal family ride the tricycle, and many hundreds of others outside of the palace have followed their example."

THE chief engineer of the Bristol, Eng., fire brigade rides a tricycle, and is usually first at the scene of danger.

W. G. ROSS, the amateur champion bicyclist of Canada, was born in Montreal, 6 August, 1863. His height is five feet nine inches, and weight when in condition one hundred and forty pounds. Since 1882 he has competed in many races, and has been defeated but four times in Canada.

ON 11 January, Will Robertson of the Star Bicycle Club, of Washington, rode from that city to Olney, a distance of eighteen miles, in 1h. 55m., actual riding time, without a dismount.

THE Illinois division of the L. A. W. will hold its annual meet and championship races at Chicago, 30 May.

BUFFALO wheelmen are going wild over a home trainer, and to such a degree have they put in their work that they are able to tell the respective possibilities of all their cracks. The records for a mile thus far stand: Gideon Haynes, Jr., 1.59; Albert E. Schoff, 2m.; H. B. Smith, 2.3; Chas. Adams, 2.5; James S. Hedge, 2.9. Haynes has a record at the quarter and half miles of, 29 and 59s.

GEORGE T. WARWICK, of Springfield, has invented a ball bearing, with vertical adjustment, for use on bicycles and tricycles.

F. W. MARTIN, of Elyria, Ohio, has been expelled from the League on the charge of professionalism.

THEY have queer goings on at St. Louis, and "Eph." tells about them very entertainingly.

LOUISVILLE NOTES. — John Verhoeff rode 2,500 miles during 1884. Mr. Beddo's cyclometer registers upward of 200 miles ridden since the first of the present year. Pretty good start for 1885.

OUR thanks are due *Wheeling* for cablegram giving result of the Bown v. Humber trial.

MR. JACOB C. MORSE, who has a hand in the *Herald's* cycling column, is announced to be engaged to Miss Tressa Klaus, of Charlestown.

THE *Courier* says that Mr. Julian Hawthorne has contracted to write a serial for "Outing," of which the title will be "Love or a Name." An enormous impression has gone abroad that this novel will be a bicycling story, but this is an error, although Mr. Hawthorne has proved himself capable of depicting athletic and adventurous heroes. The magazine will hereafter be less a periodical for specialists, but of more general interest, dealing with all out-door topics in an attractive way.

MR. A. L. ATKINS, the League's Boston consul, is hard at work compiling material for a road book. We doubt not this will be a road book in fact as well as in name.

ON Saturday evening last at Binghamton, N. Y., Mr. C. H. Rogers, a noted bicyclist and polo player, was engaged in a hotly contested game of polo at the Rink when he ran against a companion with such force as to throw both men heavily to the floor. Dimmick, the other young man, was not hurt apparently, but Rogers seemed dazed for several seconds. To the inquiry of friends he responded, "I am all right," and attempted to again engage in the game. It was soon seen, however, that he was badly hurt, and he was helped to his home in a carriage. Before he could be undressed he went into convulsions, and before four o'clock the next morning died. It is said he had the best amateur three-mile bicycle record.



ord in the State. He was as energetic in business as in sport, and was much esteemed for enterprise and uprightness.

MR. J. V. STEPHENSON, of Greensburg, Penn., writes us as follows: The majority of the wheelmen in this portion of our State—in fact *all* who have been asked—want the League Meet at the usual time in May. If it is held in July, almost all of us will have to stay at home. July may suit the city boys who have plenty of leisure, but not us; and besides, most places have attractions of their own on this national holiday.

We may add to the above that the League year ends 1 June, and on that day the new officers should assume the duties of their office. It will be a little ridiculous to postpone the election of officers for a month from this time. In whatever way it is looked at it is inexpedient to change the date of the Meet, for if it is once put beyond the end of the League year, there is no telling where a pause will be made. May was not too early for Boston, nor Chicago, nor New York, and Buffalo is not further north than either.

## MANUFACTURE

### The Victor Bicycle.

MADE BY THE OVERMAN WHEEL COMPANY, CHICOPEE, MASS.

THE word "Victor" has of late increased in significance, and instead of being restricted in its use, so far as cycling is concerned, to a three-wheeler, it has become associated with a bicycle. The appearance of a new machine of American manufacture is such an unusual occurrence that it is not to be wondered at that so much interest should be felt among cyclists to know what the new "Victor" is to be like. We confess to feeling somewhat interested, and it was with pleasure that we received, a day or two ago, an invitation to visit the offices of the Overman Wheel Company and inspect the Victor bicycle. To plunge *in medias res*, and give the details of construction, is the best way to convey to our readers an idea of what this new candidate for popular favor is like. The tires are of moulded red rubber,  $\frac{3}{8}$ -inch to front wheel, and  $\frac{3}{4}$ -inch in diameter to rear wheel, compressed into the rims, with plenty of rubber exposed, which, it is claimed, increases its elasticity. Warwick rims, of heavier stock than is usual, and of a shallow section, which renders them particularly stiff against side strains, are used. The spokes are of steel wire, of about No. 12 gauge, 72 to front wheel and 24 to rear wheel, which is 18 inches in diameter. The spokes screw into a nut and nipple at the rim, are laced nearly at right angles, at the hub, and wired and soldered where they cross each other. The hub flanges, of forged steel

turned down thin and light, are  $4\frac{1}{2}$  inches in diameter, and  $5\frac{1}{2}$  inches apart, while the distance from the outside of the cranks is  $8\frac{1}{2}$  inches. The ball bearings, those to the front wheel being fastened with a lug to the fork, and set well into the recesses of the hubs to give a narrow tread. The cranks differ in no respect from those ordinarily used, except that, instead of the common slot, two oblong holes receive the pedal pin. This will prevent the pedals from slipping on the cranks, and yet gives some adjustment, the throw being 5 and  $5\frac{1}{2}$  inches. The fork is exceedingly stout and stiff, of large elliptical hollow section of No. 16 weldless steel tubing, nicely tapered, but of good width throughout their entire length. The popular Andrews' head, with  $4\frac{1}{2}$  inches between the centres, which are conical, is used. The handle-bar is of hollow steel and gracefully curved, but is made detachable by the new Andrews' method; which consists of an oblong seat or lug, into which is securely bolted the handle-bar. A neat dust-guard protects the head. The brake is of the double lever spoon variety, with the handle lever extending well out towards the end of the steering bar. The backbone is round, of No. 16 weldless steel tube,  $1\frac{1}{2}$  inches in diameter, gracefully curved and tapered to the shell or semi-hollow back forks. The spring is something of an innovation, being a combination between the cradle and new suspension saddles. It is so arranged that the leather itself can be detached in a moment; any desired tension can be obtained, and is, withal, wonderfully simple and apparently comfortable. A saw step is screwed to the backbone in the usual manner. The machine is fitted with ball pedals and vulcanite handles, and sent out neatly enamelled in black, with the bright parts nickelled. The actual weight of a 52-inch, ready for the road, is forty-two pounds, which is not over heavy, and the weight is easily accounted for by a slight increase in amount of material where the bulk of the strains come. In conclusion, we may say that we are very much taken with the appearance of the machine, which is very graceful and pleasing. It looks a strong and capable mount, well fitted for our roads, and follows in the line of construction now so popular. We trust the machine will turn out as well as it looks, and meet the fond expectations of those who have labored hard to place it on the market for next season's trade.

NOTE.—[We are disappointed that we have not received a cut to accompany this article, nor the prices at which the machine will be sold. We shall have both next week, without doubt, and we refer our readers to that issue.—Ed.]

THE Victor Tricycle will start the season with no radical changes, save in the steering. The ribbon-steering is retained, but it is reconstructed and improved. The tiller-rod ends in a hollow tube, which runs in a socket at the bearing point, and

parallel to this tube, and attached to it at either end, run the ribbons, which wind and unwind on a disk, each having a different plane. The planes are separated, and the ribbons cannot lap nor impinge upon one another. An important change is the addition of a lug to the top of the disk, which strikes the frame and relieves the strain upon the ribbons at the end of the turn. The ribbons do not touch the tube, and they cannot accumulate dirt as in the old form; and an improved method of adjustment, with a compensating joint, makes the steering very satisfactory and complete. The saddle spring is improved by the substitution of a wire coil, instead of the flat steel C spring of last year, and new lamp brackets will be put on. Otherwise the machine will remain the same as in 1884, the manufacturers being satisfied that they have got a good and thoroughly reliable roadster.

### The Trade.

MR. ELLIOT C. LEE reports that he has ridden over a six-mile route during the past season some hundreds of times, and has had the curiosity to test the Butcher cyclometer. As a result of his observations, he says that the little instrument gives the same figure of distance every time, and in no single case has the variation been such that it can be detected. A better test than this cannot be asked for.

THE Butcher Company have just received a large order for cyclometers from Hillman, Herbert & Cooper. They are to be specially made for the Kangaroo, as the regular instrument is too wide for this wheel.

WE have received from A. G. Spalding & Bro., a set of photos, showing the machines they will handle the coming season. Among these are the new Spalding, specially made for the firm by Hillman, Herbert & Cooper, and the Kangaroo. The Spalding looks to be a first-class machine.

SINGER & Co., of Coventry, England, have won a good reputation in the world of manufacturers, for thoroughly reliable work at moderate prices. Their announcement for 1885 may be found in another column. They offer thirty-five patterns of machines, many of which are new. The British Challenge has been improved, and for new machines they offer the Apollo, a light roadster with tangent spokes, hollow rims, etc., and weighing but thirty-three pounds at 54-inch. The Challenge Racer and the Challenge Safety are also announced, and full particulars of these will be given later. No arrangement for an American agency has yet been made, but an announcement may be looked for at an early day.

The Coventry Machinists Company's goods were brought prominently to the

notice of American riders by the performances of Gaskell last fall. Through their agents, S. T. Clark & Co., of Baltimore, they propose to offer to the wheelmen of our country an opportunity to procure anything in the line of their manufacture. The Club Tandem is one of the most popular doubles in use, and their new single tricycle, the Ranelagh Club, will fill a long felt want for a light and rigid machine. Of the merits of their racer the number of firsts taken by Gaskell, speak in loud terms of praise, and we commend to the attention of racing men the announcement made in our advertising pages.

A fine enamelled Rudge racer, 57-inch, weighing twenty-three pounds, on exhibition at Stoddard, Lovering & Co.'s, was built specially for George M. Hendee, and will be ridden by him the coming season.

The latest novelty in safety bicycles across the water has been brought out by a Mr. Spence. The small wheel is in front, and by it the machine is steered. The rider sits on a saddle supported by a T pin, which projects over the hind wheel—a 34-inch. This hind wheel is the driver, and the means of propelling it are by two chains, one on each side, and both geared up. The pedals—ordinary bicycle ones—work close to the ground; and in the centre of the shaft between them—and to which shaft the lower chain wheels are of course attached—there is a revolving joint, which enables the pedals to be moved from side to side at will, and thus act as a means of steering, whilst not interfering in any way with the correct tracking of the chains. It is this arrangement which is the special point in the new wheel.

The rack-and-pinion has held sway over tricycle steering for such a long time that it would almost seem as though there was nothing to equal it for spade-handle steering. Whether there really can be devised a radically better means of communicating the motion of the steering-handle to the fork of a wheel is doubtful; but several inventors have been trying to do it. On the new Empress two-track tricycle, Messrs. T. Smith & Sons have introduced a novel method of transmitting the motion from handle to wheel. In place of the spur pinion, a bevel pinion is mounted on the lower end of the steering-spindle, and in place of the usual rack, a corresponding bevel pinion is mounted on the end of the horizontal steering-rod, which is rather stouter than usual. The rod consequently revolves, instead of sliding, in its guides; and on its forward extremity an Archimedian screw is cut, gearing into a female-screw socket set up on the steering arm.—*Tricyclist*.

THE Overman Wheel Company held quite a levee on Monday, its opening day, at its new rooms on Tremont street. Among the visitors to inspect the new Victor bicycle were Chas. E. Pratt, Esq., and Secretary E. W. Pope, of the Pope

Manufacturing Company, W. B. Everett, Esq., of the Butcher Cyclometer Company, President Hodges and Captain Harrison, of the Boston's, the WORLD's staff, and a host of others.

MR. GEO. F. WALTERS, manufacturer of the Iroquois cycles, has been in Boston the past fortnight with a large line of samples which have been inspected by the trade and by wheelmen. He hopes to establish an agency for his goods in America.

THE annual meeting of the Massachusetts Bi Club was held Tuesday evening. Twenty-three new members were admitted, which makes the total membership about two hundred. The election of officers resulted in the choice of the following: President, Henry W. Williams; vice-president, Winheld S. Slocum; secretary, George Pope; treasurer, Ernest R. Benson; captain, Charles P. Shillaber; first lieutenant, Alonzo D. Peck, Jr.; second lieutenant, Fred W. Hill; buglers, E. R. Benson, H. H. Frost; club committee, president, secretary and captain (ex-officio), Ed. W. Pope, Adams D. Claffin, J. E. Savill, Stuart C. Miller; house committee, Ed. W. Pope, W. C. Lewis, A. E. Patterson.

## WHEEL CLUB DOINGS

THE Lynn Cycle Club will hold a grand carnival at the Coliseum Skating Rink, 13 February. There will be a polo match on Star bicycles by Frazier and Finley, trick riding, an obstacle race, and a skate vs. bicycle race, the whole to conclude with dancing.

At the meeting of the directors of the Springfield Bicycle Club held last week, Henry E. Ducker was chosen president, W. H. Jordan, vice president, and C. A. Fisk, treasurer. The members of the club are making extensive preparations for the annual ball, 23 February, and expect that it will excel all previous efforts of the club in that line.

THE following are the officers of the Sacramento (Cal.) Club: President, D. Lindley; secretary, Robert Hawley; captain, R. R. Flint.

LOS ANGELES, CAL., has two bicycle clubs, the Los Angeles Bicycle Club and the Centaur Bicycle Club.

THE Ixion Bicycle Club has a half dozen musical members, who have formed themselves into an orchestra.

THE Buffalo Bicycle Club has become incorporated.

THE Capital Bicycle Club of Washington has one hundred and five members; the Washington Cycle Club has forty-three; the District Wheelmen has thirty-one; and the Star Club has thirteen,—a total of one hundred and ninety-two.

THE New Haven Bicycle Club has elected these officers: William M. Frisbie, president; J. de Selding Brown, secretary; William A. Waterbury, treasurer; William H. Hale, captain; William H. Thomas, first lieutenant; William Wait,

second lieutenant; Emil T. Schroeder, standard bearer. The club began the year with increased life and enthusiasm and hope to put more than one spoke, into the wheeling history of the year.

THE Washington Cycle Club held a reception, 30 January, at the new club house.

THE Ixion Club held its annual election 2 February. We received the new list of officers too late for this issue.

THE Capital Club, of Washington, D. C., celebrated its sixth anniversary on Saturday, 31 January, at Willard's Hotel. The menu was a feast of reason in itself, being adorned with mottoes, allusions and quotations, and the words of a club song by Charles Richards Dodge. The post prandial exercises were long and varied, and were opened by an address from the president, J. West Wagner, Esq. Toasts and speeches followed from members of the club, including Leland Howard, Esq., C. E. Hawley, Esq., L. W. Seely, Esq., and B. W. Hanna, Esq.

THE Springfield Club has applied for the ten-miles championship, and the Racing Board will probably vote to give it to them.

ON Wednesday of last week the Boston active members held a meeting to consider the expediency of a change of uniform. The sentiment seemed opposed to any radical change, but the matter was finally placed in the hands of a committee. The active members of the club will meet at the club-house on the last Wednesday of each month.

THE Colorado Wheel Club now occupy their new rooms, No. 99 Opera House Block, where they will be glad to see all wheelmen and friends in general. At the last meeting of the club the following were elected members: W. F. Nathan and H. Petrie. Mr. J. J. Alter was elected third lieutenant, and S. J. Brown was expelled. Miss Annie Sylvester presented the club with one of her large photographs, and now it hangs appropriately in the club parlors. At the meeting of the C. W. C. Saturday evening, 24 January, Mr. Frank E. Kimball was elected club editor.

## RACING NEWS

CHICAGO. The second in the series of slow races at the Le Grand Rink, Chicago, 28 January, between Brown and Gibson, was won easily by Brown. Burley Ayers concluded not to compete this time. Gibson made one dismount at the start, and one more about half way, and one standstill. Brown made but one dismount, and came in six inches behind Gibson.

Brown won the trial in the slow time of 2m. 24 $\frac{1}{2}$ s. The medal has now been won by Gibson and Brown, to be won three times before becoming the property of winner.



A. G. Bennett gave a very interesting exhibition of fancy riding.  
Master Lee Richardson, aged seven years, tired the audience by a so-called exhibition of fancy riding, which was abominable. PET.

The professionals are at Galveston, Texas.

A FIVE-MILE race for a prize of \$25, between Walter Faulkner, of Lynn, and E. L. Maddocks, of East Boston, took place at the Coliseum Rink, Lynn, 28 January. Faulkner rode a bicycle, and Maddocks having two laps start on roller skates. Faulkner gained his two laps, and passing his opponent on the thirteenth lap, finally won in 19m. 10s., having three laps to spare.

#### 'CYCLISTS' TOURING CLUB

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SAVIN HILL, Boston, Mass.

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Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.  
Illinois.—N. H. Van Sicklen, 161 Wabash avenue, Chicago.  
Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.  
New Hampshire.—W. V. Gilman, R. C., Nashua.  
New Jersey.—Dr. G. F. Marsden, Red Bank.  
New York.—Dr. A. G. Coleman, Canandaigua.  
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—J. A. Cross, Valley Mills, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): E. G. Morse, 122 East 41st street; O. L. Moses, 122 East 41st street; S. B. Moses, 122 East 41st street; F. C. Ringer, 10 Spruce street; Chas. Murphy, 145 W. 10th street;—all of New York; Walter U. Lawson, 125 Hanover street, Lawrence, Mass.; G. F. Avery, Newburyport, Mass.; F. A. Avery, Newburyport, Mass.; H. H. Brix, East Saginaw, Mich.; S. J. Haislett, Market Space, Washington, D. C.; Mrs. S. J. Haislett, Market Space, Washington, D. C.; W. G. Bates, 317 Broadway, New York City; L. E. Lefferts, 32 Liberty street, New York City.

APPOINTMENT.—Consul for Holyoke, Mass., E. C. Clarke, 6 Dwight street.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
N. B.—Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

L. W. CONKLING.—Have sent your letter to the party. Have mislaid original copy, and can't say but it was a typographical error.

E. T. PITTENGER.—Thanks for invitation.

D. N. ALLISON.—One of the machines you speak of is a Safety, the other is not. Decide whether you want a large degree of safety or not and you will solve the problem yourself. Either will run well, and do you good service.

J. F. S., Philadelphia.—Thanks for names sent.

CLUB SECRETARY.—Our terms for clubs of ten or more are very low.

G. AND W. F.—Know of no other work on tactics. Have sent back numbers.

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Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed.  
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Three hundred cards or spaces for the autographs of 'cycling friends.'

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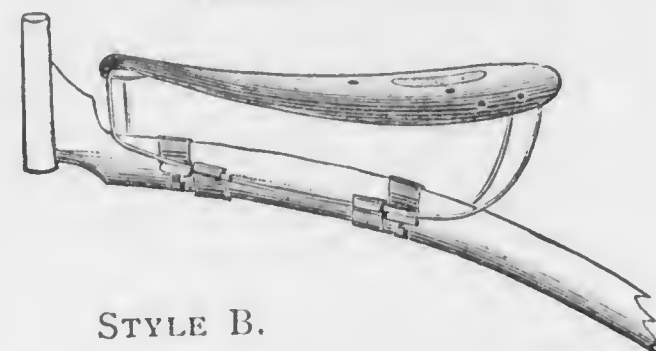
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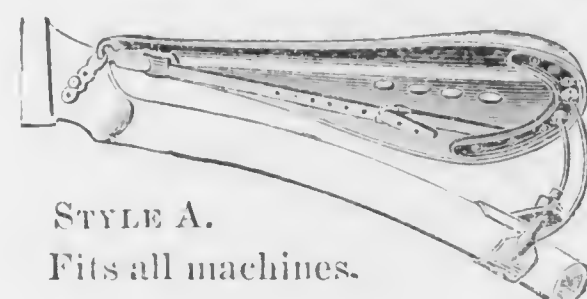
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Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eek, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKEL-PLATED, \$3.75. SPECIAL TERMS TO DEALERS.

Reliable agents wanted.  
Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

LEAGUE OF AMERICAN WHEELMEN.—Gold L. A. W. badge pins, \$1.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

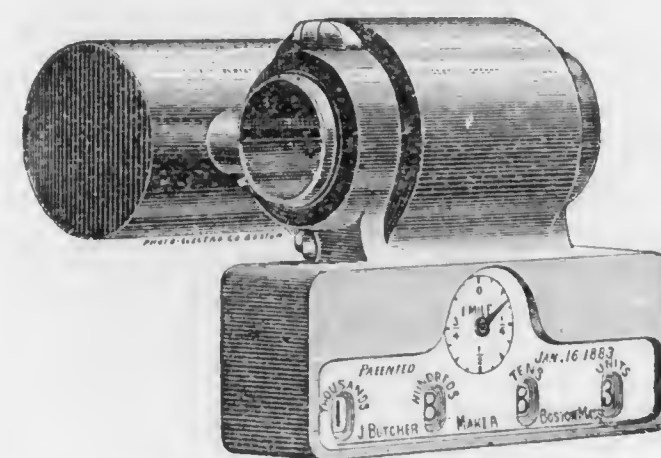
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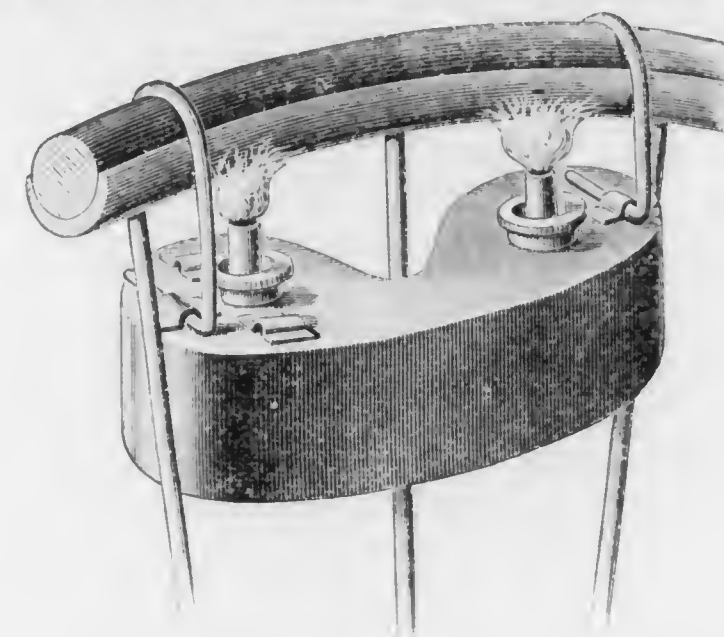
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Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

Bicycles Sold on the Instalment Plan.

G. R. BIDWELL & CO., Dealers in Bicycles, Tricycles, etc.,  
4 East Sixtieth Street, New York.

## SAFETY, SPEED AND COMFORT.

Among the Many Splendid ROAD Records made in 1884 on the Matchless FACILE are the following:

Land's End to John O'Groat's, 924 miles, inside of 7 consecutive days, beating all previous records. Oct. 4: 266 1-4 miles in 24 hours, by J. H. Adams, breaking anew all 24-hour records whatever. Oct. 23: 100 miles in 7 1-2 hours, by E. Oxborrow; the first 10 miles in 33 1-2 minutes; the first 21 miles in 75 minutes, and the last 10 miles in 34 minutes, besides a number of rides of 200, 224, and 234 miles in 1 day.

#### SPECIAL ANNOUNCEMENT.

I long ago became aware that SPEED GEARING could easily be applied to the Facile, and foresaw how to apply it whenever any considerable demand for such a thing might arise. I have now the pleasure of announcing that a simple Speed-Gear attachment will be ready at the opening of the active season. Full particulars cannot be given just yet, but the Gearing will be easily convertible at home, or while on the road, so as to drive at either the increased or at the normal rate as desired. It can be detached entirely, leaving the machine as before. It can be applied to old as well as new machines, and as a geared machine the Facile will surpass all other bicycles, as it now surpasses them in practical efficiency and merit.

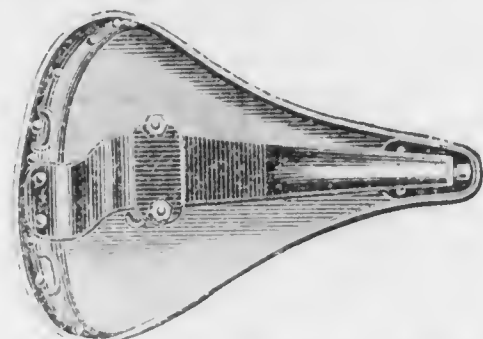
Call and see it, or send for full descriptive price list, mentioning this journal.

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JULIUS WILCOX, Attorney & Agent, 15 Park Place, N. Y.



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Spring Frame, Perfect Adjustment.  
LIGHT, STRONG, ELASTIC, EASY.

"It is the easiest saddle I ever rode."  
BURLEY B. AYERS,  
Chairman Trans. Comm., L. A. W.

ADAPTED TO THE STAR.

"Tried your saddle on my Star, and found it the easiest and most comfortable saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."

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REPAIRING A SPECIALTY.

Our facilities for doing all classes of work, such as Brazing, Painting, Nickel Plating, etc., etc., at reasonable prices, are unexcelled.

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Hersee Hall Riding School. Open Evenings. Purchasers Taught Free.

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BRITISH CHALLENGE,**

— AND —  
**ROYAL MAIL  
BICYCLE**

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8 and 10 Church Street,  
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We keep a large Stock of parts constantly on hand for the above machines.

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WE have in stock, or will take orders for the following list of 'cycling literature and sundries. We will send these, postage paid, for the sums set against them. All goods sent at purchaser's risk. We will register them at the P. O. for the registry fee of ten cents:—

THE TRICYCLISTS' INDISPENSABLE for 1884, by Henry Sturmev, describes some 250 machines, besides parts, accessories and novelties, 430 pages, 305 illustrations, \$1.12.

A. B. C. OF BICYCLING.—This little book is the best instructor for beginners yet published, twelve cents.

LYRA BICYCLICA.—A collection of wheel poems, by J. G. Dalton, forty cents.

BICYCLE PRIMER.—A bicycle alphabet in rhyme. Illustrated, ten cents.

CORTIS ON TRAINING.—By Dr. H. L. Cortis, Ex-Champion of England. The best work on training, and specially adapted to bicyclists. 52 cents by mail.

TRICYCLING FOR LADIES, by Miss F. J. ERSKINE.—"For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is not supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

BOUND VOLUMES OF THE WORLD, I. to IX., omitting Vol. II, which is out of print. A complete history of 'cycling in America, \$2.00 each. The set, \$11.

AMERICAN BICYCLING JOURNAL.—The first American 'cycling journal. Very rare. A few copies left, \$4.50 each.

THE TRICYCLE.—A treatise on the theoretical and practical construction of the tricycle, by F. Warner Jones. The different points are accepted or rejected according to the laws of mechanics, and a machine is finally constructed according to those possessing the greatest advantages, fifty cents.

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THE 'CYCLIST.—The leading 'cycling publication of England, edited by Henry Sturmev. To our subscribers, \$2.25 a year. To all others, \$2.50.

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GUIDE TO BICYCLING.—By Henry Sturmev. Treats of the sport itself as distinct from machines. Learning to Ride, Touring, Training, Choice and Care of Machine, Clubs, etc. 55 cents by mail.

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XMAS 'CYCLIST.—"Our Camp." Beautifully illustrated and full of choice reading matter. By Faed, Sturmev, and a host of others. The illustrations are all germane to the text, and are vignettes "worth looking at." Nearly a hundred are profusely distributed throughout the book, in addition to three supplements. Price, 54 cents by mail.

XMAS WHEELING.—A new Annual, full of interesting and amusing reading. Nearly one hundred pages. 54 cents by mail.

**B. SCHULENKORF & SON,  
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Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

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## THE Bicycling World

[ESTABLISHED 1879.]

### WHAT THEY SAY OF US!

Extracts from our Contemporaries and from our Letter File.

From the Boston Herald.

THE BICYCLING WORLD easily leads the 'cycling press of America. It is bold, fearless, and trustworthy. It grows brighter with each succeeding issue.

From the Hamilton Spectator.

THE BICYCLING WORLD, of Boston, edited by J. S. Dean, is by all odds the best special sporting paper published. Since it ceased to be the official organ of the American League, it has improved in every respect. It is able now to point out faults in the League's constitution and to criticize its workings.—something it was unable to do satisfactorily while representing the League. As an authority upon wheel matters and as a wheel newspaper, it has no equal, on this side of the Atlantic at any rate. It was through it that the League appointed an official handicapper, and many other needed changes in that institution are due to its unflinching exertions to extend the cause of wheeling both as a recreation or a sport. The WORLD is a handsome eighteen-page weekly, neatly printed, and a perfect epitome of American, Canadian, and foreign 'cycling events.

From the Boston Globe.

Under its new management, the BICYCLING WORLD will undoubtedly continue to occupy the proud position it has always held as the leading 'cycling journal of America.

From a leading 'Cyclist.

Permit me to state that I subscribe to three wheel publications, and that I find the WORLD so much better than the others that I preserve it only. I have participated in newspaper work in both editorial and practical capacity, and understand what makes a good sheet.

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I have got to curtail my expenses and cut off some of the wheel papers, but I cannot give up the WORLD. Put me down for another year.

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Wheelmen about here swear by the WORLD, and take no other.

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The WORLD is doing a good work for wheelmen in publishing so many practical articles and hints to cyclists. Keep it up.

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\$2.00 per annum. \$1.00 for six months.

And we will send it three months for sixty cents.

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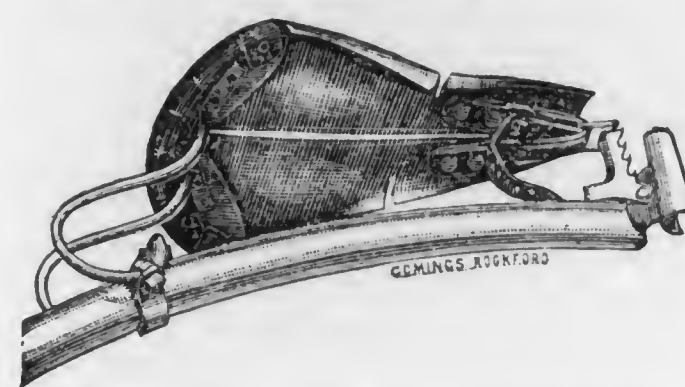
We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

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Bifurcated & Universally Adjustable Saddle



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum. Positively the most perfect and easiest saddle ever made. Removes all vibration and jolting.

"For six seasons I have been looking for the best saddles and springs, and yours gives me more satisfaction in its adjustment to the form and requirements of the rider than any of the dozens I have used. The downward and forward movements of the spring, the great adjustability in height, width, and tension of the saddle, and the good workmanship of the one I'm riding seemingly leave but little chance for improvement." C. A. HAZLETT, Portsmouth, N. H.

"To try your saddle is to buy one." "They sell like hot cakes." New Haven Bic. Agency—TYLER.

"I would not take fifty dollars for mine if I could not get another."

T. S. RUST, Meriden, Ct.

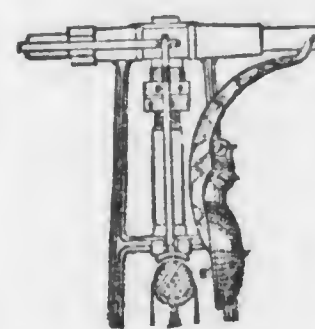
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BICYCLES and TRICYCLES,  
Lumps, Carriers, Star Cyclometer, Bags, Saddles  
and Bicycle Parts for both CRANK & STAR.  
DIFFICULT REPAIRS A SPECIALTY.**

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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction. IT IS EFFECTIVE; OUT OF THE WAY; NOT EASILY BROKEN; HIGHLY ORNAMENTAL. The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

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The "American Club" and "Club" Bicycles,  
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Manufactured by Coventry Machinist Co.,

The "American Sanspareil" Roadster,

Manufactured by Wm. Andrews, Birmingham, England,

And The "American" Roadster.

NEW YORK HEADQUARTERS FOR THE "ROYAL MAIL"  
ROADSTERS AND RACER; ALSO, THE "ROYAL  
MAIL" TRICYCLE, and the Celebrated

**"KANGAROO" Bicycle,**

Manufactured by Hillman, Herbert & Cooper.

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CATALOGUES FURNISHED ON APPLICATION.

**THE AMERICAN STAR BICYCLE.  
A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.**

The means of propulsion insure a continuous motion without dead centers, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

**H. B. SMITH MACHINE CO.,  
Smithville, Burlington Co., N. J.**



### THE CRICKET BICYCLE SADDLE.

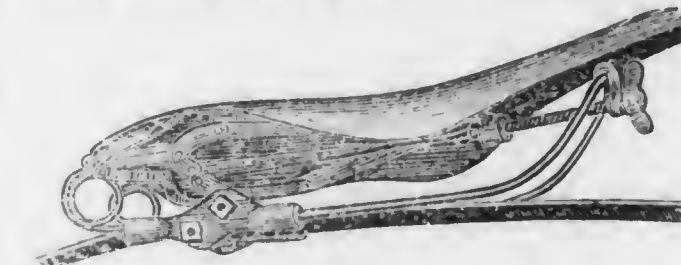


Patented in England and the United States.

Builey's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

P. O. BURLEY, BOSTON, Brighton District, MASS.



(PATENT ALLOWED.)

Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by thumb-screw; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular. Price: Plain, \$3.50; Nickel, \$4.00. Sent to any address on receipt of price.

**L. S. COPPER,**

793 Lorain Street - - CLEVELAND, O.



## A FEW OUT OF MANY.

PHILADELPHIA, PA., 12 Dec., 1884.  
I would say that I have examined my Record of Repairs done in the months of April, May and June, current year, which I tabulate as follows:—

	English.	Expert Columbia.	Special Columbia.	Standard Columbia.
No. of Machines repaired,	80	42	17	40
Average cost of repairs, per machine,	\$4.20	\$1.30	\$2.00	\$1.60
Total cost of repairs,	335.60	54.60	33.12	64.40

The cost of repairing ninety-nine Columbia machines being less than one half the cost of repairs on eighty of English make.

The breakage was distributed as follows:—

	English Machines.	Old Style Standard Columbia.	New Style Standard Columbia.	Old Style Expert Columbia.	New Style Expert Columbia.	Special Columbia.
Axles.....	5					
Backbones.....	4	4	1	2		
Rear Rims.....	3		1			
Fork Heads.....	3					
Fork Fronts.....	6					
Necks.....	3					
Handle-bars.....	12		1	3		2

The nature of the breakage on English machines renders the repairs difficult and expensive, and the delay in procuring parts causes annoyance to both repairer and customer. We not infrequently make the parts ourselves. When we consider that there are many more Columbias than English machines in use, and but few more are brought in for repairs, the record is certainly held by the Columbia with a long lead, which will be difficult to overcome.

Yours very truly,  
(Signed) CHAS. WRIGHT,  
Supt. of Repairs for H. B. Hart.

At least six to one of the bicycles in use in Philadelphia and vicinity are COLUMBIAS.  
H. B. HART,  
811 Arch St., Philadelphia, Pa.

PROVIDENCE, R. I., Nov. 17, 1884.  
I wish I could, in a few words, give you my opinion of the merits of your EXPERT COLUMBIA, but I should require a volume; its conception, its execution, its delicacy, its strength, its elasticity that takes up every jar, yet its firmness that gives such a feeling of security; the marvellous skill displayed in the adjustment of the parts. I lived with knapsack on back for several months,—from spring until fall,—in my wanderings in England, France, Switzerland, Italy, Germany,

Belgium, in search of health, strength and pleasure, all of which I found, thanks to the "wheel."

ALONZO WILLIAMS,  
Prof. Brown University, Prov., R. I.

MINNEAPOLIS, MINN., 20 Dec., 1884.  
Three years ago I disposed of my horse and purchased a STANDARD COLUMBIA Bicycle; ever since I have used constantly a COLUMBIA "wheel." During the summer of '82 I took a six weeks' tour through Canada, New York, Massachusetts, Maine, and New Hampshire upon an EXPERT COLUMBIA, riding 1,500 miles without the slightest break down. For two years I have ridden my rounds, as a professional man, on a full nickelled EXPERT COLUMBIA, averaging ten miles a day. Summer and winter it has taken the place of a horse. During a Western tour last summer I rode with an escort of Helena boys among the Rocky Mountains; every "wheel" was a COLUMBIA. . . . It is the strength and reliability of the American-made "wheel" that places it ahead of any other machine.

T. J. RICHARDSON,  
Supt. of Drawing in the Minneapolis Public Schools, and Consul Cyclists' Touring Club for Minnesota.

TROY, N. Y., 15 Dec., 1884.  
I have ridden my EXPERT COLUMBIA at least 3,000 miles, and find, by taking the bearings apart, that the balls and cases are just as good as new.

H. N. STRAIT.

FORT WAYNE, IND., 29 Nov., 1889.  
Being a druggist, and as druggists generally are, have been troubled to a great extent with dyspepsia and its kindred ailments, early last spring I was induced to buy a COLUMBIA BICYCLE. Besides the exhilarating sport bicycling has afforded, I have certainly been cured of my troubles, and never enjoyed better health than at the present time.

T. F. THIEME.

PHILADELPHIA, PA., 29 Dec., 1884.  
I do not hesitate in stating that, in my opinion, the EXPERT COLUMBIA is the best roadster in the market. I have ridden my 56-inch machine over 2,000 miles this season, and without spending a dollar for repairs. My longest trip was from Chicago to Niagara Falls, without a single break, and, considering the roads trav-

elled over, I think it goes to show the remarkable strength of the EXPERT. I consider my machine as rigid and strong as when I first purchased it.

C. A. ROBERTS,  
Capt. Penn. Bicycle Club.

ROCHESTER, N. Y., 15 Dec., 1884.  
After riding other wheels, and then giving your EXPERT COLUMBIA the most severe test to which any machine could be subjected, I can say, without hesitation, that your EXPERT COLUMBIA is the best bicycle for American roads that was ever built.

GEORGE W. BURLING,  
21 State Street.

ISHPEMING, MICH., 27 Dec., 1884.  
Last spring being completely enervated by close application to office duties, I was induced to purchase a STANDARD COLUMBIA. At first I was so weak that I could not ride up the least elevation, but it was not long before a marked improvement set in, and I was able to ride anywhere. At the end of the season I gained seven and a half pounds, and had not felt so well for years. My machine, after extremely hard usage, incidental to learning and running over rough roads, I find as staunch as ever.

J. N. ST. CLAIR,  
Cashier Bank of Ishpeming.

ST. PAUL, MINN., 18 Dec., 1884.  
I have used the EXPERT COLUMBIA Bicycle for two years. Between 1 April and 1 November, of this year, have ridden over 1,900 miles, a distance which I was compelled to travel in the transaction of business. I have found the "wheel" in every way satisfactory, and still own and use one in preference to all others.

S. A. MILLER,  
1st Lieut. Citizens' Wheel Club,  
Minneapolis, Minn.

CINCINNATI, O., Dec. 18, 1884.  
I heartily indorse the good opinion of hundreds of wheelmen in this vicinity regarding the COLUMBIA Bicycles. They have proven to be wheels of thorough reliability and of excellent material and workmanship. The EXPERT COLUMBIA, especially, has given great satisfaction. It has stood the severe test of our rough roads in such a manner as to meet the hearty approbation of those who ride it.

H. S. LIVINGSTON.

For a Full Description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to

THE POPE MANUFACTURING COMPANY,

297 WASHINGTON STREET, BOSTON, MASS.

ALFRED MUDGE SON PRINTERS, BOSTON.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

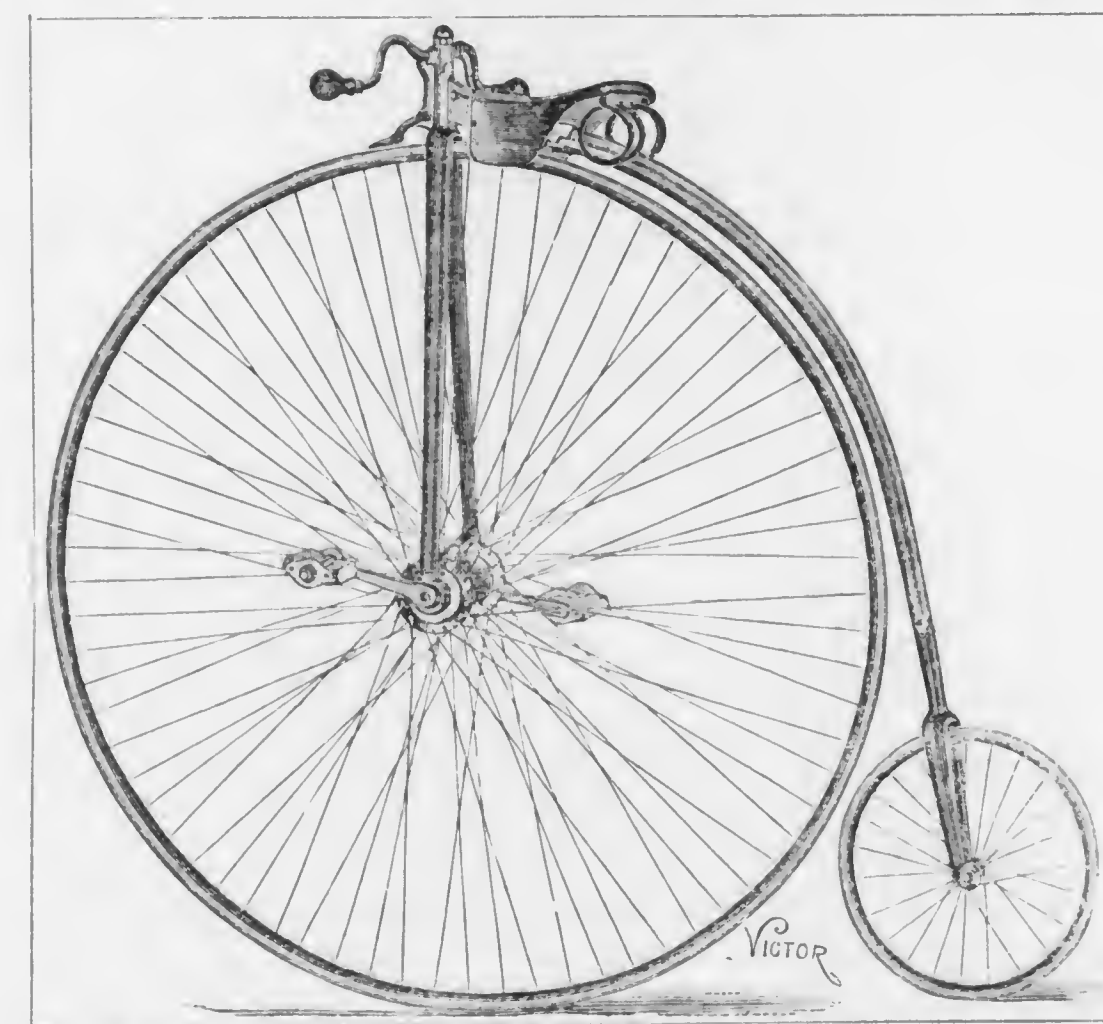
Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 13 FEBRUARY, 1885.

Volume X.  
Number 15.

## VICTOR LIGHT ROADSTER.



OVERMAN WHEEL CO.

179 Tremont St. - - - BOSTON, MASS.

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The Finest Roadster known. Contains Important Alterations for 1885.

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A Really Strong Light Roadster (<sup>54 inches, 33 pounds</sup><sub>complete.</sub>) Entirely New,

FITTED WITH NEW PATENT TANGENT, OR DIRECT SPOKED WHEELS.

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A Really **SAFE** Geared-Up Bicycle.

Do not be Misled by Assertions as to the safety of Certain Bicycles which are MERELY SMALL.

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Entirely New. The Finest Racing Bicycle made.

## 24 DISTINCT PATTERNS OF SINGER'S TRICYCLES FOR 1885.

N. B.—We have found it necessary to entirely withdraw our agency from Messrs. Stoddard, Lovering & Co., our late Agents for the United States.

Arrangements for Supply will shortly be announced; meanwhile, applications FOR LATEST PATTERN must for the present be addressed ONLY to

# SINGER & CO. - - - COVENTRY.

The Largest 'Cycle Manufacturers in ENGLAND.

**THIS IS WHAT YOU HAVE BEEN WAITING FOR**  
A High Grade  
Bicycle at a Moderate Price.

# THE AMERICAN CHALLENGE, THE AMERICAN SAFETY, AND IDEAL BICYCLES.

American make, especially fitted for American roads.

Well designed, nicely finished, all parts interchangeable.

### PRICE LIST OF THE AMERICAN CHALLENGE.

60-inch .....	\$82 00
58 " .....	80 00
56 " .....	78 00
54 " .....	76 00
52 " .....	74 00

### PRICE LIST OF THE AMERICAN SAFETY.

42-inch .....	\$76 00
The reach of a 52 or 54-inch bicycle.	
44-inch .....	\$78 00
The reach of a 54 or 56-inch bicycle.	
46-inch .....	\$80 00
The reach of a 56 or 58-inch bicycle.	

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50-inch .....	\$72 00
48 " .....	66 00
46 " .....	60 00
44 " .....	54 00
42 " .....	42 00
38 " .....	35 00

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RIDER, GET OUR CATALOGUE BEFORE BUYING YOUR BICYCLE.

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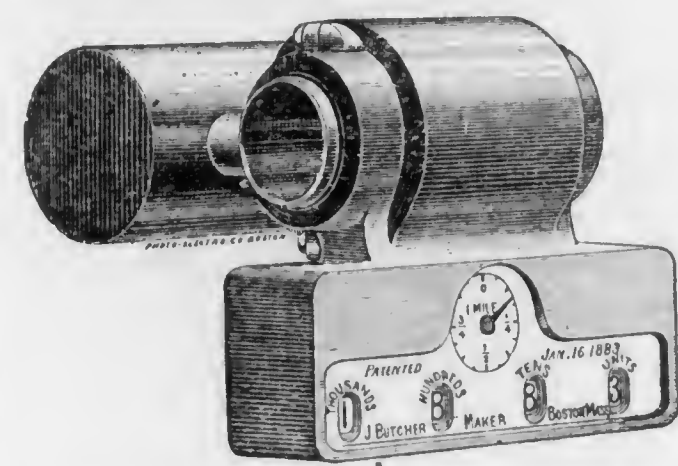
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Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with. Now ready for bicycle, tricycle, and American Star. Price, \$10.

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Price, \$2.00, post-paid.

Send for circulars.

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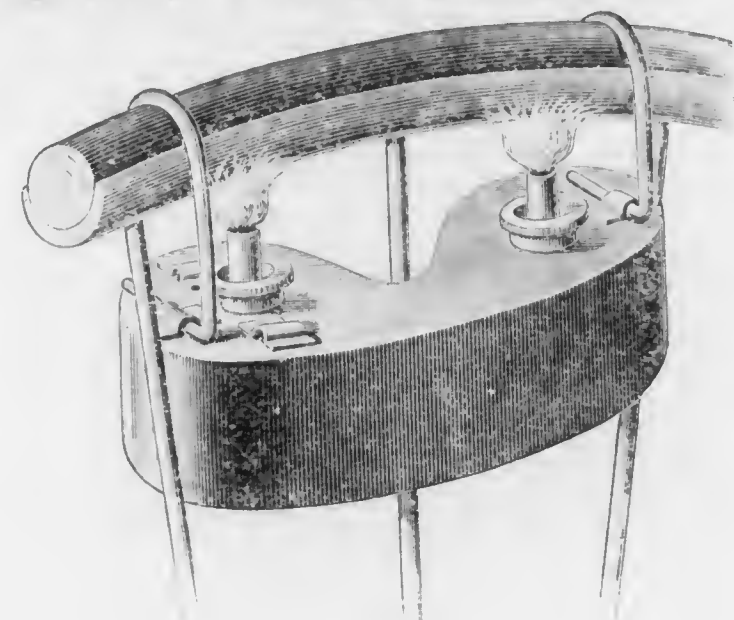
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THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated **ELECTRO-VOLTAIC BELT** and other **ELECTRIC APPLIANCES** on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.

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A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

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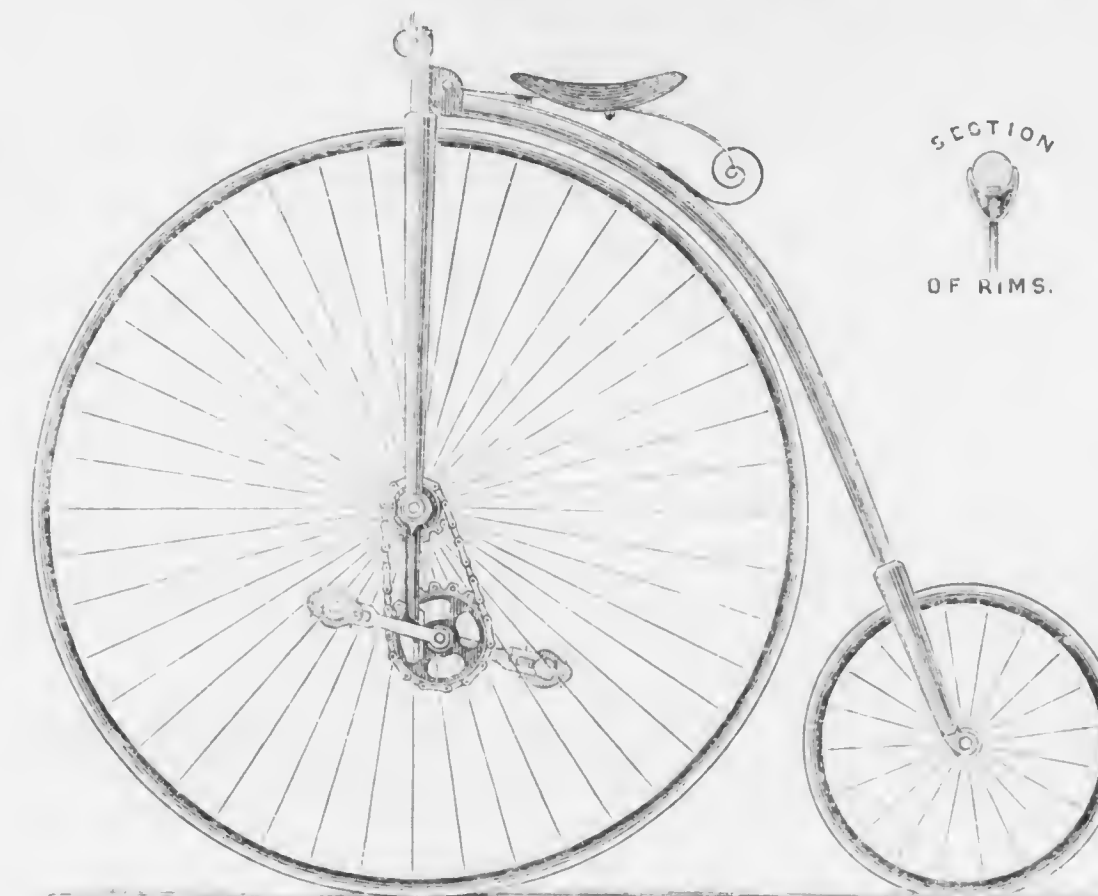
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THE LATEST AND MOST IMPROVED "SAFETY" BICYCLE.

## THE "CLUB SAFETY" BICYCLE

Has been constructed so as to contain all the merits of existing "Safeties," while avoiding their weaknesses and introducing many points of novelty and advantage.

### SPECIFICATION.



Thirty-six, thirty-eight, or forty inch driving wheels, geared up as desired, from fifty to sixty inches. Rotary action. The forks are fitted direct on to the bearings, consequently the machine steers easily, and is perfectly rigid. Plenty of rake is allowed, so that all danger from "croppers" is avoided.

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## NEW MODEL LIGHT ROADSTER STAR.

Ball Bearings, Noiseless Ratchet, Hollow Levers, Low Head, Long Bent Bars, Vulcanite Handles, Patent Saddle, Stiffer Frame, Increased number New Style Direct Spokes, screwing into Steel Nuts, concealed in G. M. Hub, No Jacket Pipe on Front Bar, Simple Direct Action Brake, Extremely easy Saddle Spring.

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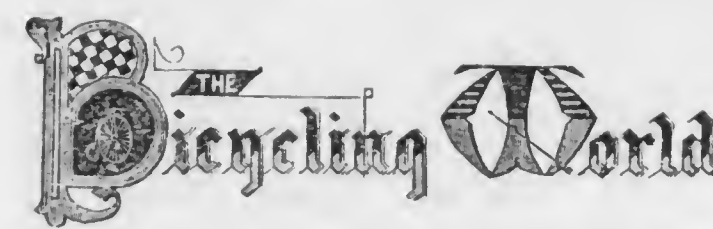
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8 Pemberton Square, Room 12,

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Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

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J. S. DEAN . . . . . } EDITORS  
ABBOT BASSETT . . . . . }

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 FEBRUARY, 1885.

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### THE AMATEUR QUESTION.

THE amateur question will not be downed. It comes up for discussion in all quarters and at all times. There are those that believe with Dr. Blackham that the law should be abolished, and there are others who think it should be increased in severity. Dr. Blackham proposes to take the bovine creature by the forehead appendages, and present a

proposition to the League to do away with the amateur rule altogether, and Treasurer Terry indicates a leaning in the same direction. We think that such heroic treatment of the question will hardly do for the League alone to attempt. A professional in one branch of sport is a professional in all, and no good result can be brought about by action in which all the athletic associations do not unite. The complications which would arise, should the League throw down the amateur law, are too apparent to be detailed. It has seemed to us that the wheelmen do not approach this subject from the right point of view. We have endeavored to point out the way to reform on several occasions, and now we find the *Cyclist* advancing the same arguments on the other side of the water, where the discussion is being urged with no less spirit than it is over here. The *Cyclist* says the first step towards perfection is action to popularize professionalism, or rather, to remove the stigma that now attaches to the name. When that is done, and it no longer places a man outside the pale of society to become a professional, and when there are more professional contests—this would be the natural sequence of the popularization of professionalism—then, and then only, will we be able to fairly cope with the amateur question. So long as the professional has a social slur cast upon him, so long will men fight very shy of the professional ranks, and will, whilst practising all sorts of ways and means to obtain money by their riding, still manage to remain amateurs. It is well known, that there are hundreds of men in the amateur ranks who, *ipso facto*, ride for money in various ways; and it is also well known that first and last there is a good deal of scurvy business going on in amateur ranks as well as in the professional. Wheelmen and athletes have been too hard on the professionals. They have cried them down. Why not take a turn now to elevate them? The N. A. A. A. has been more severe on the professionals than has the League, for until very recently they would not allow professional and athletic contests to be conducted at the same meetings. We believe that there is much in the amateur rule that is foreign to democratic America, but we do not believe that the way to reform is through an entire abrogation of the rule. We would have the professionals and the kept amateurs in one class, and we would

like then to see democratic America come forward and say, "A man's a man for 'a that."

### SAFETY BICYCLES.

THE articles from the pen of Julius Wilcox, which have found a place in our columns during the last few weeks, are worthy a most careful perusal. Coming from one whose interests are centred in a particular machine, they will be received with the proverbial grain of salt. In fact the author himself recognizes the delicacy of his position, and fairly called the attention of his readers to it. Notwithstanding, there was much sound criticism, many patent facts were stated, and some good theories were expounded. Positive results from practical tests are stubborn things to overcome, while mere negative failures are not conclusive of inherent faults. The failure of the Hall safety is not a reason for dismissing the Kangaroo, no matter how close a copy it may be, without regarding what it has done, and what it may do. The mere fact that it has made such a splendid record on the road even under the most favorable circumstances, and they were not more favorable than that under which Appleyard made the record, which was beaten by the Kangaroo, is enough to cause the machine to be regarded with respect. It is not fair to compare the B. S. A., the Antelope, and other machines, to Rudge's Bicycleette, for the one was built many years ago, was heavy, and probably poorly made, while the others are modern machines, and built with all the skill at the command of contemporary cycle makers. It might as well have been said that bicycles, with the direct crank action, could not but prove failures, because, forsooth, the old velocipede did not succeed, though Lallemand's device was used. Drawbaugh is quite generally credited with the honor of producing the first telephone, but it was not until developed by Bell, that it became the useful contrivance it is. There is a tendency on the part of cyclists, and we share it with others, to be sceptical regarding innovations and resurrected models. But simply because things have not been is by no means conclusive that they cannot be. It is too soon to dismiss these new safeties in such a summary manner, for a season's use may be convincing of their merits. We admit that a single good performance on a particular ma-



chine does not necessarily entitle it to acceptance by a discriminating public, but it is not for any advocate of the Facile to belittle the value of the results of even a single creditable showing. Any one who reads carefully the advertisements of cycle dealers, will note with what avidity the news of the winning of an important race, or the breaking of a record by their particular machine is seized upon and duly heralded, far and near, as a reason why it is the best. With all due regard for Mr. Wilcox's opinions and we are well aware that he is well qualified to express an opinion, we must say that we have a respect for the Kangaroo type of machine. In a few weeks the riding season will open, and we shall then have an opportunity of judging whether geared bicycles of the condemned types are possessed of any merit, or are only fit for the scrap heap.

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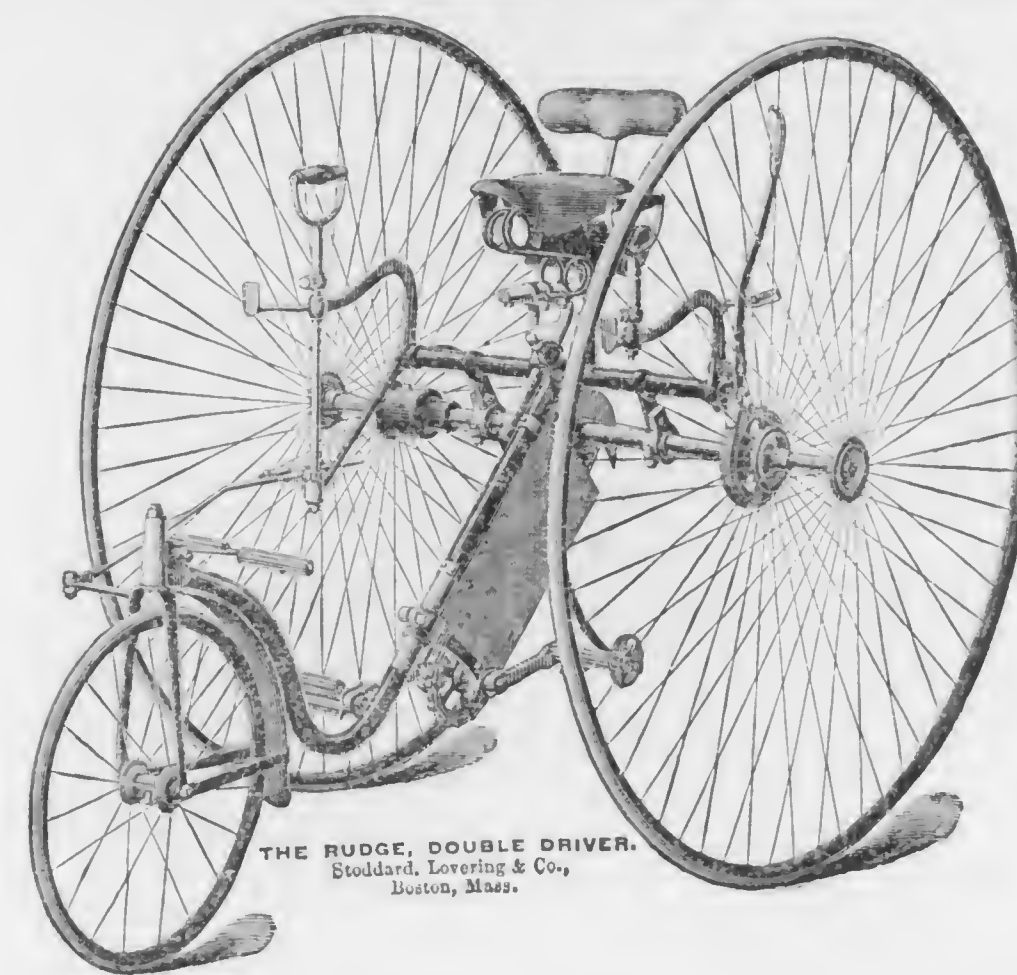
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C. H. LAMSON, of Portland, Me., has invented a most convenient tire heater. It consists of a rubber tube about three feet long, so arranged that it can be easily snapped on to any gas jet. In the end is a small Bunsen burner, with a suitable handle, from which a flame six inches long can be obtained. The whole affair occupies so little space that it can be carried in a common tool bag.

The Pope Manufacturing Company has just issued a very large edition of chromo panel hangers. The picture, which is in twelve colors, is mounted upon cloth, with brass ferrules at top and bottom, and represents a gay party of cyclists passing the grounds of a country seat. The figures were modelled from those in the Sandham picture, which was painted for Col. Pope.

The McDonnell cyclometer for this year instead of being fixed firmly to the spoke will be pivoted to the bracket that is screwed to the spoke and will hang perpendicularly at all times, and allowing the spoke bracket by an eccentric to register the revolutions in miles, etc., on the dial.

The Pope Manufacturing Company have closed their rink. Here is a chance for some live man to make money by opening a new riding rink. Whoever does will have a clear field for some time to come.

BEFORE departing for the Pacific coast, Wilmot purchased a new Expert Columbia to use in his trick riding. It is interesting to notice that of the host of fancy riders in this country nearly all use the Columbia machine.

The *Bicycling News* is responsible for the following report: "Herbert Walker Gaskell, member of the Ranelagh Harriers, and ex-(1883) 1-mile amateur champion, one of the 'straightest,' and one of the most popular riders that ever bestrode a wheel, leaves England at an early date for the land of the stars and stripes. The cause of departure is not another raid on Springfield, but to officially represent the Coventry Machinist Company



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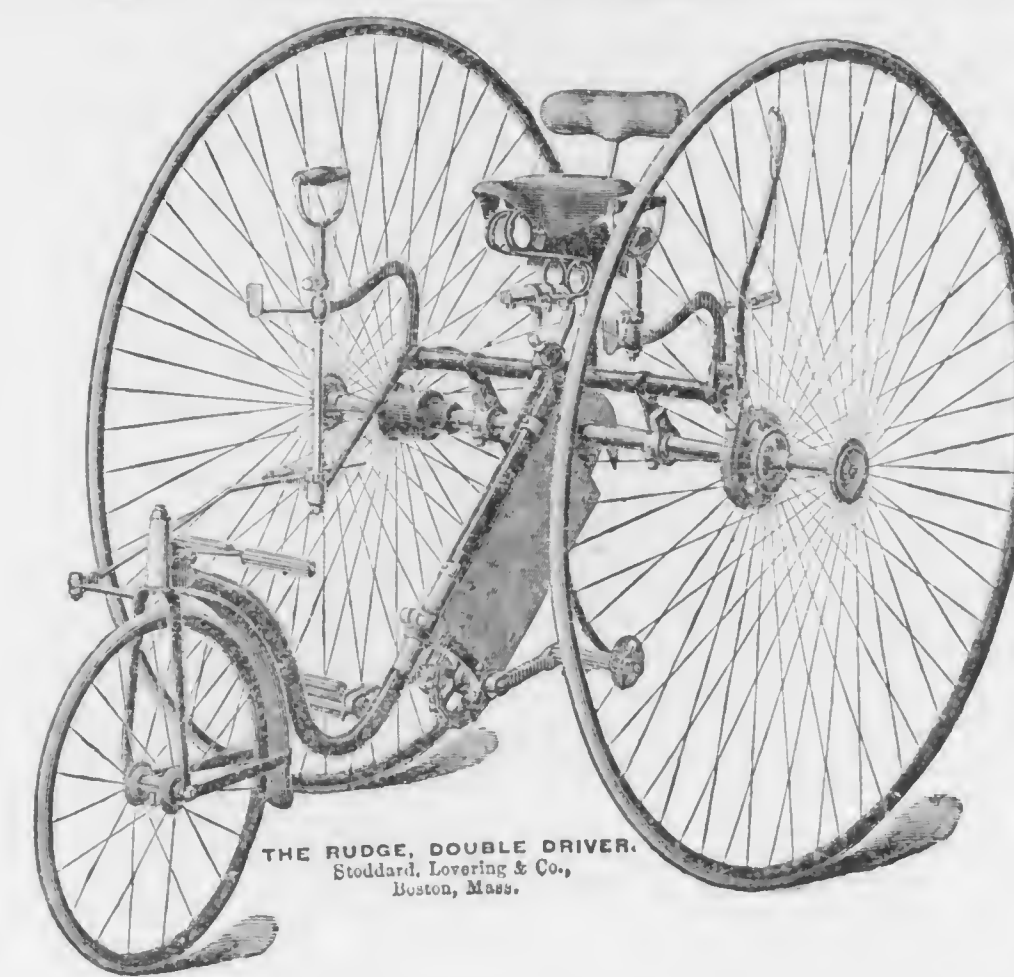
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Since the above was penned, we have received late advices from Eng and that a rear attachment will be made, so that the above described machine can be converted into a tandem of the Club type.

### The Trade.

C. H. LAMSON, of Portland, Me., has invented a most convenient tire heater. It consists of a rubber tube about three feet long, so arranged that it can be easily snapped on to any gas jet. In the end is a small Bunsen burner, with a suitable handle, from which a flame six inches long can be obtained. The whole affair occupies so little space that it can be carried in a common tool bag.

THE Pope Manufacturing Company has just issued a very large edition of chromo panel hangers. The picture, which is in twelve colors, is mounted upon cloth, with brass ferrules at top and bottom, and represents a gay party of cyclists passing the grounds of a country seat. The figures were modelled from those in the Sandham picture, which was painted for Col. Pope.

THE McDonnell cyclometer for this year instead of being fixed firmly to the spoke will be pivoted to the bracket that is screwed to the spoke and will hang perpendicularly at all times, and allowing the spoke bracket by an eccentric to register the revolutions in miles, etc., on the dial.

THE Pope Manufacturing Company have closed their rink. Here is a chance for some live man to make money by opening a new riding rink. Whoever does will have a clear field for some time to come.

BEFORE departing for the Pacific coast, Wilmot purchased a new Expert Columbia to use in his trick riding. It is interesting to notice that of the host of fancy riders in this country nearly all use the Columbia machine.

THE *Bicycling News* is responsible for the following report: "Herbert Walker Gaskell, member of the Ranelagh Harriers, and ex-1883 1-mile amateur champion, one of the 'straightest,' and one of the most popular riders that ever bestrode a wheel, leaves England at an early date for the land of the stars and stripes. The cause of departure is not another raid on Springfield, but to officially represent the Coventry Machinist Company



(limited) in the United States, more particularly at Boston, where the chief depot will be opened. It speaks highly for Gaskell's business abilities, and the esteem in which he is held by the Coventry Machine Company (limited), to have been selected to carry out so important a mission. He is the right man in the right place. Last year he created a most favorable impression at every place he appeared, both by his gentlemanly demeanor and brilliant riding. Although he will have very little time for the latter in his new capacity, he is sure to prove of great value to his employers.

If this report is true, Mr. Gaskell will be well welcomed by our riders. He is a quiet, unobtrusive, gentlemanly fellow, and will be quite an addition to the racing and trade contingents.

#### The Stanley Show.

THE Stanley Show opened, as per announcement, at the "Wheeleries," on the Thames embankment, 28 January. The selection of the place to exhibit was not a happy one; and one journal says the place should be called the "Shiveries." Nearly all the makers are represented, directly or indirectly. The Royal Mail people have on view a full equipment, including their new racer, and a two-track tandem tricycle. This exhibit is in charge of "Bob" James, well known on this side of the water. The St. George's Engineering Company exhibit, for the first time, the New Rapid bicycle, both roadster and racer; also the American Rapid, in two varieties, all of which embody numerous novelties in detail, and are freshly designed throughout. In addition, they show the St. George convertible tandem; also the Sunbeam, a new sociable. The Caroché Tricycle Company show the Centrecycle, and also a new form of tandem. Mr. John Harrington has some novelties in springs which are well worthy of notice. One is an adjustable cradle for use on bicycles; and the other a new arrangement for tricycle springs, giving a side or twisting motion, to avoid chafing when the leg drops down. Stanley and Sutton made their first public show with the Coventry Chair; also with their carrying tricycle, and the new Rover safety bicycle. The Centaur Cycle Company are strong in tricycles, and the latest pattern on view is the Ladies' Tandem, which is so constructed that two ladies can ride it, and a Convertible Reversible Tandem, which converts from a rear-steering tandem to a front-steering single. Messrs. Hart, Son, & Peard have remodelled the Grosvenor, and show it in its latest form. They also have on view a new central geared Grosvenor, with clutch action. Mr. J. P. Dalby exhibits the Whitehall, an entirely new form of two-track tricycle; and the Crypto Cycle Company, in addition to their two-speed gearing, exhibit a novelty in the shape of a new patent balance gear and crypto combined. Mr. Tabor's Reading Antelope, an open-fronted safety bicycle, is a smart looking

vehicle. The inventor claims to have ridden on it eighteen miles in the 20. The news which has reached us at the time of going to press is very meagre, but we should judge the show was not such a success as formerly.

#### Mr. C. H. Rogers.

WE published, last week, an account of the accident by which Mr. C. H. Rogers, of Binghamton, N. Y., met his death. An autopsy showed that his skull was fractured, and blood had clotted on the brain by the bursting of an artery. Mr. Rogers was a very enthusiastic wheelman, and a charter member of the Binghamton Bicycle Club. He was always present at Meets and club runs, taking a great interest in all cycling affairs. He was also a racer of some note, holding the three-mile club championship, the long-distance road record, and he was credited with the best time ever made in a run and-ride race, 4.26. The funeral occurred 4 February. Among those present were the Binghamton and Scranton Bicycle Clubs, the Scranton Polo Club, and many friends from Elmira, Syracuse, Delhi, Owego, and other neighboring towns.

The sincere friendship entertained for the deceased was beautifully evidenced by the mass of flowers which surrounded and almost concealed the casket. The tribute sent by his friends of the bicycle club, was a large broken column, exquisitely wrought in flowers, which was surmounted by a dove with outspread wings. The following resolutions, relative to the death of Mr. Rogers, have been adopted by the club:—

WHEREAS, God, in his providence, has removed by death our beloved friend and fellow member, Chittenden H. Rogers,

We desire to place on record the loss we feel in this our deepest affliction.

In our fellowship and intercourse with him, we have ever had cause to feel a deep realization of his earnestness of purpose, his genial and pleasant ways as a companion, his upright and honorable life.

We, whose number has been thus for the first time broken by death, tender our united sympathy to those who were bound to him by even closer ties than ourselves.

By his death we have lost a zealous and valued member, his family a loving brother and son, and the community a useful citizen.

THOMAS H. LEE,  
CHAS. E. TITCHENER,  
ROBERT A. STONE,  
Committee.

#### Exotics.

"VIOLET LORNE" writes interesting paragraphs for *Wheel Life*. Wonder if she is any relation to "Daisy Meadow."

WHEEL LIFE has dropped the portrait idea, and now gives us a cartoon each week. The cartoons thus far have been pointed and witty. We are somewhat tired of portraits of English wheelmen,

for nearly every cycling journal has run through the list, and we have on file a variety of pictures of every wheelman of note in England.

THE number for 23 January, showed a cartoon, in which Sturmev and Etherington were pictured as *entrants* in a "Christmas Number Handicap." Sturmev is shown at the winning post far ahead of his competitor.

ROBERT JAMES, of Birmingham, has deposited £5 with the *Sporting Life*, to find a match with Howell, whom he has challenged for the one-mile championship of England. This will be an interesting case, and we predict that Fred Wood will want to meet the winner.

ON the opening day of the Stanley show, Jack Keen gave an exhibition of his new water bicycle recently patented. An English exchange speaks of the affair: "He travelled from Putney to Westminster. He was accompanied by Mr. Roderick in a steam launch. Leaving the Swan at Dinton at 11.30 A. M. he 'fetched' Teddington Lock at 12.10. After clearing, with the wind and tide against him, he brought up at Bill East's, at Isleworth, at 12.50. Here a short delay ensued. At 1.30 Jack was again afloat. Putney bridge was wheeled under at 2.35. Fit and well, despite an accident during the early morning, Keen wound up his spin abeam of the 'Wheeleries' at 3.27. Taken all in all it was a 'keen' performance. Jack can be found at the 'Wheeleries,' and those interested in his patent can, by paying a visit to him, become initiated into its mysteries."

PROBABLY few noticed that Prince Albert's telegram, which so tickled the editor of *Reeling*, referred to his "annual anniversary." Is that the way the Royal family is educated?

THE *Wheel World*, or rather "Axis," who knows a thing or two, says the C. T. C. must do something for its American contingent, if such a thing is to exist.

THE most exciting topic for discussion in the English papers just now is who first arrived at Ripley this year. Six thousand wheelmen registered at the "Anchor" last year.

IT makes us green with envy when the ground is white with snow to read that some of the English roads are in the very pink of condition.

DR. RICHARDSON'S "Society of Cyclists," which has "higher aims," and intends to make "cycling an intellectual pursuit," held its first meeting in London, on Friday, 16 January. The society numbers about fifty members.

THE Rudge *v.* Facile race has been fixed for 19 February, and will, we understand, be confined to the original entrants, so that Gaskell will have to wait to send the Club along with the winner.

TALK about the WORLD running a certain matter into the ground, and squab-

# BARGAINS IN BICYCLES.

As we have given up the agency of Messrs. SINGER & CO., of COVENTRY, ENG., intending to devote all our time and energy to the sale of Messrs. D. RUDGE & CO.'S celebrated Bicycles and Tricycles, we have made arrangements with our licensors to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

Riders intending to purchase new machines in the spring, cannot do better than to take advantage of this unusual offer, as our stock is limited.

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NEW PRICE, 50-INCH, ENAMELLED and NICKELLED, COMPLETE, \$126.50

When Money is Sent in Advance the Freight will be prepaid by us.

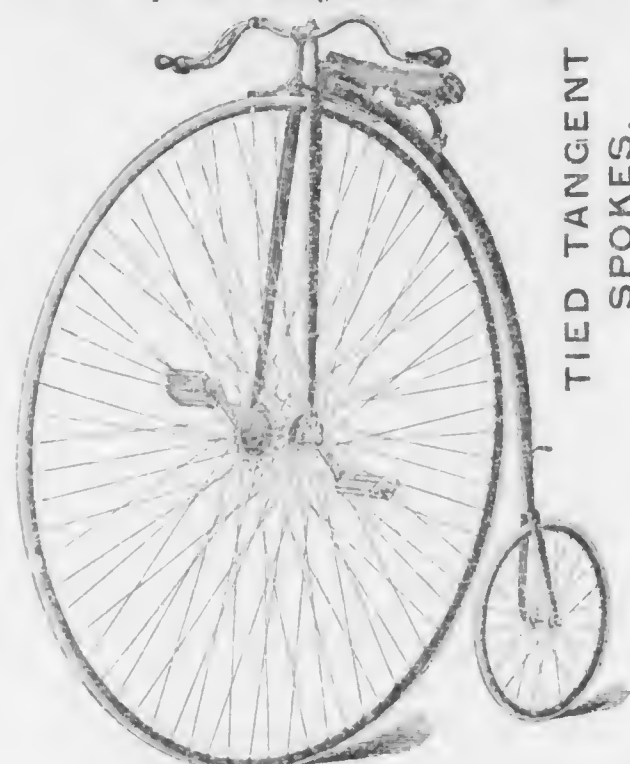
Machines can be sent C. O. D., but orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

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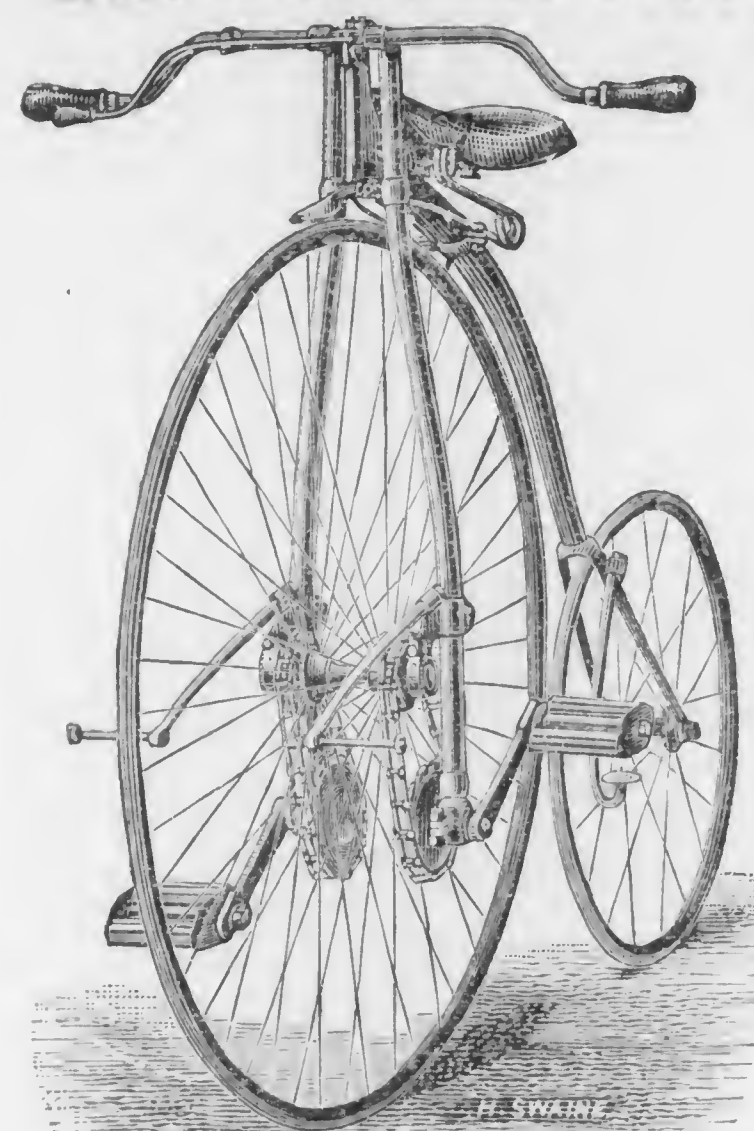
Fastest One Mile - - - 2.39.  
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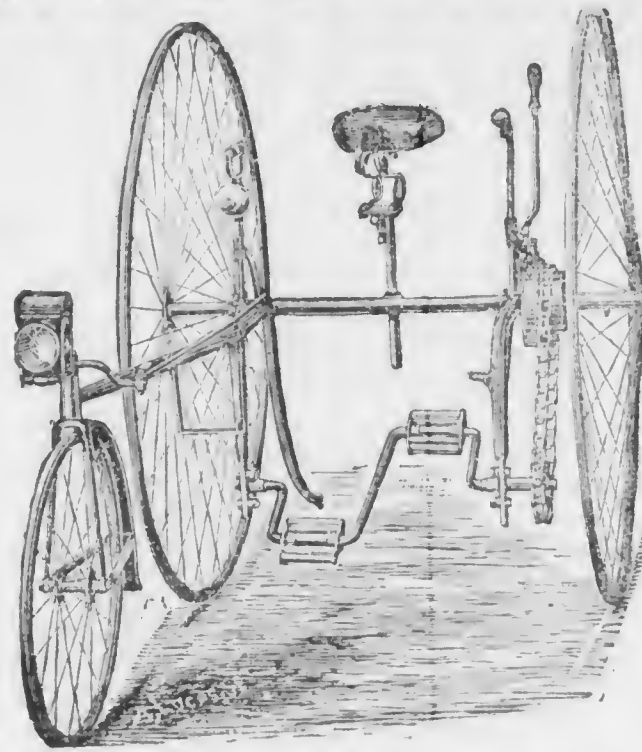
A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes, 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO,"  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as, the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

WILLIAM READ & SONS,  
107 Washington Street,  
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## BALLS ALL OVER. THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear " "

NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),  
Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickel  
Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch - - - - - \$125.

Every machine furnished with Handy Tool Bag, containing Oil, Spoke Grip and Tools.

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The highest grade Bicycle extant. 50-Inch, \$145

THE SPECIAL SANSPAREIL ROADSTER,  
With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

THE SANSPAREIL LIGHT ROADSTER,  
The Strongest and Lightest Roadster on the market; Nickel and Enamelled. 50-Inch, \$130.

THE AMERICAN ROADSTER,  
The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

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bling with its contemporaries, you should just read the English papers for an exhibition of downright spite and malice. Besides, that is not the worst of it, for certain sheets devote more space to bluster, brag, and buncombe than to anything else. Perhaps, however, as the riding season opens, there will be something more interesting. At any rate, we hope so, for just at present, the papers are as dry as the desert of Sahara.

It evidently is not true that M. D. Rucker is going out of the business, for, though he has failed, he announces a new Rucker for 1885.

SPEAKING of the relative fatigue of bicycling and horse riding, Cortis says, in a letter to the *Cyclist*: "I have done some tremendous rides on horseback since I have been here; on one occasion, one hundred and five miles in twenty-five hours, and on another, one hundred and thirty miles in twenty-eight hours, the thermometer, considerably over one hundred degrees in the shade. It is far more trying to the constitution than any amount of bicycling would be." Coming, as this opinion does, from a horseman, a bicycle rider, and a medical man to boot, it is worth recording.

The *Tricycleist*, in search of a joke, speaks of a tandem bicycle as "the coming bi and bi."

It turns out that the death of Col. Newton, who was said to have met with a tricycle accident in London, cannot be verified. The whole thing is veiled in mystery, and English papers assert that a London reporter must have been hard pressed for copy.

### The "Ball-Bearing" Patent Case.

BOWN & HUMBER, MARRIOTT & COOPER.

IN the Court of Appeals yesterday, constituted by Lords Justices Baggallay, Bowen, and Fry, an appeal in this action from the judgment of Mr. Justice North was down for argument. The plaintiff is a manufacturer of ball bearings for bicycles and tricycles, at Birmingham, and the defendants are manufacturers of bicycles and tricycles, at Beeston, near Nottingham. Mr. Theodore Aston, Q.C. (with whom was Mr. Macrory) said this was a patent case relating to an invention known as Bown's ball bearings applied to bicycles, tricycles, and other machines of that description. The defendants disputed the validity of the patent on the ground of prior anticipation, and brought forward at the trial in July, 1883, a machine alleged to have been made by them in July, 1877, and sold to a Mr. Lambert, of Nottingham, Bown's patent being dated 19 September, 1877. As their lordships know, the reputation of a patent was of very great importance.

Mr. Chadwyck Healy (who appeared for the respondents) said he thought he could shorten matters considerably if he stated at once that the parties had come to terms.

Lord Justice Fry: But we cannot hear you if you have come to terms. Have you agreed, Mr. Aston?

Mr. Aston: We have, my lord, but part of the agreement is that it should be stated to the Court that there has been a *bona fide* agreement, and that the defendants have submitted and taken a license.

Lord Justice Baggallay: You are asking the Court to take the place of a newspaper, and advertise you. You had better advertise in some other way.

Mr. Aston: It will be important for us to show that there has been a *bona fide* submission on the part of the defendant.

Lord Justice Baggallay: The parties are *sui juris*, and have come to terms. We cannot hear you any further.

Mr. Chadwyck Healy: It was part of the agreement that the affidavits containing injurious charges against the parties should be taken off the file, that the respondents should pay an agreed sum towards the plaintiff's costs, and take out a license.

Lord Justice Baggallay: You had better take a decree, Mr. Aston, without costs, and pay that outside.

Mr. Aston: The defendants are also to pay a substantial sum for back royalties, and take a license during the whole term for which the patent was granted.

Judgment of Mr. Justice North set aside, and judgment entered for plaintiff on the terms agreed upon, the charges brought by the plaintiff against the defendants being withdrawn, and the affidavits containing these charges to be taken off the file.

It was stated by Mr. Aston that the defendants had paid a sum of money towards Mr. Bown's costs, and also a substantial sum for back royalties, and that they had agreed to take a license for the whole term for which the patent was granted. — *Birmingham Paper*.

### The Professionals at Galveston.

HAVING occasion to stay a few weeks in Galveston, Texas, and meeting with some enthusiastic cyclists, who read the *BICYCLING WORLD*, I thought a few lines regarding its adaptability for bicycling would, perhaps, be of some interest, as I have never seen a Galveston letter yet.

Let me say to those that contemplate visiting New Orleans during the World's Fair, by no means omit to visit Galveston and its sea-bed. To those who have never seen the sea and its ever restless rolling and crested waves, it would be an object of deepest interest.

Galveston is built upon an Island, or sand-bar, the southern portion facing the Gulf. It has about 40,000 to 45,000 inhabitants, and an acreage of about 5,000, and has many fine buildings, noticeably its churches, which are quite numerous, and are fine, massive structures. The main streets are paved, and electric lights are in general use. Street cars run in

every direction throughout the city. Two things strike the visitor forcibly: first, the general politeness and hospitality of the people from high to low; second, the appearance of cleanliness all about him; streets, alleys, and yards everywhere are kept clean, and neatly so. The trees are green, and roses are blooming. Orange trees, laden with the golden fruit, line the gardens, and, indeed, in many places along the thoroughfares. The oleander seems to be everywhere. The streets are lined with them, and hedges are made of them. West Broadway is very beautiful, and is the fashionable residence locality. It is boulevarded, and through the centre is a shaded walk, lined on either side with the evergreen, oleander, and many large century plants, roses, and the like. Galveston is but twelve hours on the railroad from New Orleans. You leave New Orleans in the evening and are at Galveston for breakfast. Special rates can be obtained for a party. I have attempted no elaborate description of Galveston, but just to call the attention of the tourist to its beach and general attractions. I have heard a good deal said about bicycle riding on beaches, but until in company with the champion John S. Prince, we took a fifteen-mile spin along the hardened beach surface. I never realized what a delightful sensation one feels spinning along by the water's edge, inhaling the pure sea air. Abundant fishing and shooting can be had within five miles of the city. Prince, with his breech-loader, brought down several fine ducks, one gray eagle measuring six feet from tip to tip; he also shot two sea gulls while riding his roadster up the beach. The champion, with his gun strapped across his shoulders, makes many an excursion along the beach, and generally brings back some variety of ducks, geese, etc.

The Beach Hotel, which is as its name indicates, located on the beach, is owned by Col. W. H. Sinclair, one of Galveston's brightest lights, and is singularly well kept. To this hotel all visitors should go. The charges are reasonable, and special rates will be given wheelmen. Col. Sinclair is a friend of the wheels. The beach skating rink, opposite the hotel, is a very fine one, and is ably managed by Mr. Felt, of Racine, Mich. Mr. C. M. Scrimgeour, one of your subscribers, has shown our party, which includes Messrs. Prince, Morgan, Eck, and Mlle. Armaindo, every courtesy, for which they return thanks. Mr. Baldinger, the Columbia agent, is doing a nice business. Mr. Felt, the rink manager, will, hereafter, keep in stock the Rudge, Spalding, and other wheels, including the gay and festive Kangaroo.

The salt atmosphere has a highly deleterious effect on nickel plate. All the riders here (some fifteen) swear by "Harrington's enamel." The *BICYCLING WORLD* and *Springfield Gazette* are the papers mostly read here. The crusade against amateur wheelmen riding against professional skaters in rinks is well



thought of here. The L. A. W. racing board are doing well.

SPOKES.

### CURRENT CALAMO

#### Musical Reform in Olympus.

AT the sixth anniversary dinner of the Capital Bicycle Club, held 31 January, at Willard's Hotel, in Washington, the toast, "Club Music," coupled with the sentiment, "Have mercy on us, miserable singers," was responded to by Mr. L. W. Seely, as follows:—

The gods in Olympus were one day assembled,  
When Jove, at whose form all the other ones trembled,  
And who'd just set 'em up to a drink I suppose you  
Have heard of before,—nectar, mixed with ambrosia,—  
Sat up on his throne, cleared his throat for a speech,  
Placed a thunder-bolt where 'twas convenient to reach,  
Put his feet up on one of Olympus's portals,  
And gazed with a frown on the trembling immortals.  
At Phebus Apollo, who, graceful and gay,  
Was tuning his lyre, just ready to play;  
At Mars, who was winking at Venus with fervor;  
And Bacchus, just sticking a pin in Minerva  
(Which terribly wounded that fair lady's vanity  
And caused her to utter celestial profanity);  
At Juno, at Neptune, at Pan, and Diana,—  
He glared at them all in a terrible manner;  
And thus he addressed, while all the gods wondered,  
And people on earth were convinced that it thundered:  
Olympian Gods! I desire to state  
That the musical efforts displayed here of late  
Have been, to speak mildly, somewhat of a bore;  
The tunes that you sing we have all heard before.  
I'm sick of Apollo, and sick of his lyre,  
Of the Pandean pipes you're aware how I tire;  
And I'm therefore resolved that unless one of you  
Gets up on the spot and performs something new,  
I'll disseminate lightning's th' assembly among,  
And then I imagine you'll wish you had sung.  
He ceased; terror reigned in the whole secret session,  
Till Phebus, distinguished by great self-possession,  
Arose to his feet, on his lyre struck a note,  
Placed his hands 'neath the tails of his swallow-tailed  
coat,  
Took a little more nectar, and, quite at his ease,  
Addressed the great Jove: "O Jove, if you please  
To give your attention awhile, ere you fire  
Your thunderbolts at us, I'll grant your desire.  
It chanced that last week, on a tour of inspection,  
I visited earth; if you have no objection  
A few brief remarks I will make, and, e'er closing,  
I'll sing you a song of a mortal's composing.  
Jove's stern brow relaxed, and smiling, he said, then,  
O Phebus Apollo, you may; go ahead, then!  
It happened, said Phebus, while wandering round  
In Washington once that I heard such a sound  
Of music and singing proceed from a certain  
Location on G street, I peeped 'neath the curtain  
And saw a gay crowd gathered round a piano  
Singing out in a very vociferous manner;  
One banged on the keys, one a brass bangle blew;  
While aloft soared the notes of the wild weird kazoo;  
And the rest of the party, as loud as they can,  
Describe the sad fate of the *bold fisherman*.  
The chief of the party, the loudest to holler,  
Wore a white overcoat, an enormous fur collar,  
A suit of large check, and a smooth shaven face,  
And sang in soprano, and tenor and bass;  
The next of the crowd, it is much to be feared,  
Will never succeed in producing a beard;  
For, though earnest his efforts, I have to confess,  
They have not been attended with perfect success.  
But his voice! you may take any one of some twenty,—  
Lablache, Laglapetra, Giannini, Del Puente,  
Tom Karl, William Castle, Gayarre, Nicolini,  
Gassini, Ravelli, Sims Reeves, Campanini,  
Mierzwinski, Priapoli, or say Campobello,

Brignoli or—what is the name of the fellow?  
Well, take the whole crowd, fuse them all into unity,  
And he'll discount the lot at the first opportunity.  
There's Fox, whose tone genius can not be repressed  
By the fact that he don't sing in tune with the rest,  
And whose vocal attachment is built on a plan  
Absolutely unlike that of any born man.  
But who chants with such fervor and zeal and variety  
He's *facile princeps* in vocal society.  
That clear, sparkling tenor, perhaps you suppose is  
The tone of a flute, comes from "lawn-mower"  
Moses;

Staccatos and runs are to him a mere bagatelle,  
And as easy as 'tis for a puppy to wag a tail.  
Yet of all the gay crowd singing out of one book,  
None more worthy of mention than young Mr. Cook.  
With a figure like mine (Phebus modestly said),  
And a shiny plug hat on a number 6 head,  
Light suit, trimmed with brown, and an angelic face,  
And who never makes errors, and sings second bass.  
There's a sawed-off young fellow—a real *rara avis*,  
Who struggles through life with the surname of Davis,  
Who'd make a good brigand with mask and stiletto,  
And sings the high parts in a piercing falsetto.  
And what did they sing? Well now, since you ask it,  
They sang of the kit ens who lived in a basket,  
They sang of old Noah in days prehistoric,  
And howled out "Mush, Mush," in the language of  
Cork.

They were gay troubadours, they were all pirate kings,  
Oh, you ought to be present at one of their "sings."  
Till at last when the music had made them all dighty,  
They sang a gay chorus called "Integer Vite."  
Having finished his speech, Mr. Phebus Apollo  
Struck his lyre, and commenced all these ditties to  
holler,  
While the gods sat entranced, *aureibus erectis*,  
(As Virgil has said,) yet prepared to detect his  
Performance as soon as he'd gotten quite thro' it,  
In just the same style that our earth crides do it.  
When he'd finished, said Jove, with a smile, my dear  
Phebus,

Instead of consigning you all to Erebus,  
To suffer for thousands of ages its torments,  
I'm graciously pleased to applaud your performance;  
And in view of its singular vocal perfection,  
I give to the Capital Club my protection.  
Thus it all ended well, and my poem ends too,  
But I wish to remark, which my words they are true,  
That I've answered my toast, tho', perhaps, you will  
say:  
I ought to have answered in some other way.  
As a poet should do, when it comes to his knowledge he  
Has given offence. I present an apology.  
And I only can say, just to smooth matters o'er,  
That I'll never do this sort of thing any more.  
My rhymes are played out, my ideas are slow,  
Something's wrong with my metre, the gas will not  
flow.  
But in closing, I ask of the gods who are near us,  
Mercy, not on us only, but on all those who hear us.

OUR "trade outlook" will be published next week. We hope to tell the whole story, and give in detail what every manufacturer and dealer in America is going to do.

A NEW JERSEY wheelman writes: "The season has been remarkably favorable to riding for those who do not fear the cold. About Christmas there were five or six consecutive days when one could hardly ride, but since then the cold alone has prevented. There has been one rider, at least, who has been out when the mercury marked only five or six degrees above zero."

R. V. R. SCHUYLER, of New York, is going out of the bicycle business.

A HEN'S egg laid in Carville, Penn., the other day contained the inscription, "K. K., 1885." It is thought that the hen who laid it was deaf and dumb, and that the initials stand for kackie-kackie, phonetic method.—*Boston Post*. Oh no. It was the two thousand and somethingth order for "X. M. on a Bi." Karl will please enter it eggactly as returned. Even the hens want the book.

It would seem that Gideon is rightly located on Race street.

THE State Consul of the C. T. C. for Massachusetts, F. A. Pratt, 31 Chestnut street, Boston would like to have all the members in this State who have renewed or intend renewing their membership send their names and exact addresses to him at above address, in order that he correct his list for this year.

RICHARD GARVEY arrived from England on the overdue steamer "Alaska," and is ready for saddle business.

R. P. GORMULLY, of the firm of Gormully and Jeffery, has been in Boston the past week.

THE Ohio Division has resolved to pay its own bills and run its own business on the occasion of its annual Meet, and be under no obligation to nor burden upon the local club. The League should do likewise.

THE board of officers L. A. W. will meet at the Grand Union Hotel, New York, 23 February, at 9.30 A. M.

WHILE the Decoma Brothers, bicyclists and trapeze performers, were performing a hazardous act at the top of the Casino Roller Skating Rink at Erie, Pa., the other night, the bicycle broke and John Decoma fell to the floor beneath, breaking a leg and sustaining serious injuries. The other two brothers saved themselves by catching the wire cable.

THE *Wheel* suggests allowing mileage to distant officers as an incentive to attend the officers' annual meeting.

THE Central Park Commissioners have decided to allow unattached riders in the park, but they must pass an examination to prove their ability to ride, and must wear the blacking-box cover badge.

THE park commissioners of San Francisco, Cal., have rescinded their recent order against bicycling, and riders can now go in the park when they please, with the proviso that on Sundays they shall be restricted to the use of one of the roads.

W. D. WILMOT, the Boston fancy bicycle rider, has reached San Francisco, Cal., and is now performing in that city.

H. D. HEDGER, of the Boston firm of H. D. Hedger & Co., returned from England last week on the steamer "Cephalonia."

A PORTRAIT of L. D. Copeland and his steam bicycle appears in the current *Clipper*.

PRESIDENT BECKWITH makes the following announcement: "Pennsylvania,

through her increased membership L. A. W., is now entitled to three additional representatives. I am pleased to appoint for such offices the following named gentlemen, who are vouched for as being worthy and true: John V. Stephenson, Greensburg, Pa.; Dr. F. J. Richards, Williamsport, Pa.; Wm. E. Darlington, Chester, Pa."

A NEGRO witness in Macon, Ga., testifying in a bicycle case, gave this as the result of his observations: "If you ride slow you turn over yourself; if you ride fast you turn over somebody else."

THEY tell us that Prince is gaining renown as a shooter of birds and things. Prince was always good at drawing the long bow, but we never knew he was a gunster.

LE VELOCEMAN.—The new French monthly has been received. The magazine is published at Montpellier, France, and is conducted by Mr. H. O. Duncan, who won some renown on the English race track. The magazine has a large amount of reading matter, embracing French news and comment, a review of the year 1884, notes, comments, etc. In the way of illustrations it has but a few, and these are not original, being copied from English annuals. The answers to correspondents are in French and English.

### RACING NEWS

THE Boston Club is not going to let the grass grow under its feet, and although there is not much grass growing anywhere just at present, the club is talking of a grand road race from South Naick to Boston. We understand that instead of limiting the entries to tricycles, special prizes will be given for all kinds of cycles, both bi. and tri. We hope the club will give some of the numerous safety bicycles a chance, for it will be interesting to know just what the little fellows can do on our roads. The club medal in future will be struck from a die that has just been cut by Shreve, Crump and Low, and thus uniformity in design will be secured in the future. The pendant is a crusted silver star, bearing the Boston Club monogram in blue enamel, set upon a heavy band of old Roman gold, the whole suspended from a bar. These will be struck in gold and silver for first and second prizes.

THE Citizens' Bicycle Club will give their second annual race meeting at the Knickerbocker Roller Rink, on Friday, 17 April, 1885.

MACON, GA.—The Macon Bicycle Club will hold their monthly races on 12 February, consisting of a five-mile race, prize, \$25 medal; quarter-mile race, prize, \$10 medal; ten-mile race, prize, a handsome silver pitcher; one-mile race, for the championship medal of the club, now held by Capt. J. H. Polhill; slow

race, two hundred yards, prize, \$5.00 medal; fancy riding, prize, bicycle saddle; to conclude with a five-mile race between Capt. J. H. Polhill and Bugler J. H. Horton in one-mile heats; best three in five wins. It promises to be a very close race.

J. C. WINBERG, *Secretary*.

MINNEAPOLIS, MINN., 3 February.—Citizens' Wheel Club tournament, at the Minneapolis Skating Rink. Two-mile race: Frank Cutler (1), 6.59; S. F. Heath (2). One-mile, bicycle roller skates: R. H. Spear, bicycle (1), 3.32; James Alger, skates (2). Five-mile: John Nicholson (1), 17.12; Grant Bell (2).

THERE will be a two-mile bicycle race at the Manhattan Athletic Club games to be held at Madison Square Garden, 28 February, at 8 P. M.

A SERIES of races will be arranged in St. Louis in the spring, and if successful, they will be followed by a grand tournament in the fall.

By a unanimous vote the Racing Board has voted to locate the ten-mile championship at the Springfield tournament. Cleveland has asked for the half-mile championship.

### WHEEL CLUB DOINGS

#### Boston Club Annual.

THE annual dinner of the Boston Club was served at Parker's on Saturday evening, 7 February. Covers were laid for one hundred and fifty partakers, and the menu was supplied in the best style of this noted hostelry. The menu card was gotten up by Mr. C. W. Reed, whose artistic taste is unequalled in this line, and showed on its front page a picture of the club at dinner, with easily recognized portraits of the president and leading lights of the club. President E. C. Hodges, Esq. presided, supported on either side by Secretary E. W. Hodgkins and Treasurer W. B. Everett. Near at hand were seated Capt. Harrison, the retiring club committee.—C. P. Donahoe, R. M. Houston, W. H. Dunham, and C. W. Fourdrinier,—the new club committee.—George A. Doane, Jr., T. Nelson Hastings, R. J. Tombs, F. A. Nelson, and J. S. Dean. At the ends of the two other tables were seated F. W. Weston and Charles Pfaff. After the gastronomic struggle had concluded, and the assailants were in a condition of mind to view with equanimity the result of their attack upon the viands and listen with attention to the words of wisdom to be poured upon them bountifully by those who had come to make speeches, and who were bursting to deliver them, President Hodges called the company to order, and, after an address of welcome, read the first toast of the evening, "The Boston Bicycle Club." To this toast no one but Papa Weston can adequately do justice. His ability in this direction is

born of experience, for this was his seventh speech to this toast. He was equal to the occasion, and shed the light of his good nature upon the festal scene, borrowing lessons from the past to urge success in the future. Capt. Harrison responded for the active members in a happy vein. Mr. E. J. Smith made a humorous speech in responding for the associate members, in which joke and story followed in such quick succession that joining links of oratory could hardly be distinguished. Mr. Charles Pfaff answered to his name when called upon to respond for the junior associate members, and made a well conceived and well delivered speech, which was well received. Mr. W. B. Everett recited a humorous poem, narrating the adventures of a bicycle man, and the lady upon whom he had set his affections, despite the opposition of her paternal ancestor. Mr. J. S. Dean responded for the "Press," and congratulated the club on its intimate relations with the bicycling press, every editor of the World having been drawn from its ranks. Mr. C. P. Donahoe made a witty speech in responding for the club committee. The Secretary announced that the membership as three hundred and thirteen, and the limit of three hundred and fifty has been nearly reached. F. A. Nelson and R. J. Tombs made pleasant speeches, and the evening closed with "Club Life," to which many were called upon to answer. A great deal of informal talking was done by Messrs. Russell, Hebner, and others.

SALEM, N. J. Annual election of the Salem Club, 4 February. President, Dr. H. Jackson; vice-president, C. V. Bitter; secretary and treasurer, H. B. Dare; Capt. H. T. Allen.

ST. LOUIS. There is a movement on foot to consolidate all the principal bicycles clubs in St. Louis into one large club. The object is to amalgamate the St. Louis Star Club and the St. Louis Ramblers with the Missouri Bicycle Club, and thus make one large body of wheelmen, which it is thought will strengthen the cause and enable our wheelmen to work together for the common good of cycling. The Ramblers will probably not want to consolidate, as they are already well fixed in nice club rooms, and are satisfied. The St. Louis Star Club we do not think will want to unite, as they would then lose their identity as a body of Star riders; both the other clubs are composed of crank riders. This is an important step. The project will hardly be carried out, as there is much opposition on the part of some of the members of the clubs. The matter is yet to be talked over.

W. W. C.  
*St. Louis Star Bicycle Club.*

GREENFIELD, MASS. Annual election of officers, 5 February. President, H. O. Edgerton; captain, F. R. Hollister; secretary and treasurer, F. P. Forbes; first lieutenant, B. F. Butler; second



lieutenant, C. H. Field; bugler, F. L. Gaines; standard bearer, George Wright; club committee, F. R. Hollister, A. M. Thayer, and F. O. Gaines.

NEW YORK. The annual meeting of the New York Bicycle Club, was held on the evening of 2 February. The attendance was large, and the excellent present condition and future prospects of the organization were sufficient reasons for the enthusiasm that prevailed. The renewal of the lease for the club quarters now occupied, was referred to the executive committee with power to act. A committee of three was appointed to consider the matter of a change of uniform, and to report at next meeting. The following were elected as officers for the year:—

Captain, Howard Conkling; first lieutenant, J. B. Roy; second, J. O. Jimenis; secretary, Edwin W. Adams; treasurer, R. R. Haydock; house committee, F. W. Kitching, E. J. Shriver. As the sentiment of the meeting was against an appointment of bugler, no name was presented for this position.

After adjournment of the meeting, the members proceeded to the "Rutland," and engaged an excellent repast provided through the thoughtfulness of the house committee.

EDWIN W. ADAMS,  
Secretary.

ALBANY, N. Y.—The annual election of the Albany Club took place 5 February. The announcement of the balloting was not made public until nearly midnight, when the successful nominees were declared as follows: President, David W. Shanks, 64; Louis W. Pratt, 53. Vice-president, Henry Smith, 117 (no opposition). Secretary, Fenimore B. Holdridge, 103; Henry Gallien, 15. Financial Secretary, William Safford, 64; Henry Gallien, 54. Treasurer, Edgar J. Wheeler, 118 (no opposition). Captain, Albert H. Scattergood, 118 (no opposition). 1st lieutenant, Charles H. Gove, 118 (no opposition). 2d lieutenant, Elwood W. Vine, 118 (no opposition). Standard bearer, Howard Martin, 116 (no opposition). Bugler, Charles H. Ross (no opposition). Surgeon, George F. Brooks, 75; John H. Skillicorn, 43. Trustees elected, George P. Whitney, Anthony Gould, James W. Eaton, Jr. To fill vacancy caused by the resignation of William H. McNaughton, Daniel A. Lawlor was elected. The election of Dr. Brooks as surgeon was quite a surprise. He ran as a stump candidate against Dr. Skillicorn, who was on both tickets. From the reports of the retiring officers, it appeared that the club now has an active membership of 176, is free from all debts, and has over \$2,000 in the treasury. Since its organization in 1880, the history of the club has been one of continued progress and it has now become a recognized factor in the social organizations of the city.

BUFFALO.—A new club which will be called the Ramblers, was organized 30 January. The following officers were

elected: President, Gideon Haynes, Jr.; vice-president, John S. Kellner; secretary, Harry Jaynes; treasurer, W. E. McDonald; captain, Harry L. Drullard; first lieutenant, Howard B. Smith; second lieutenant, Albert G. Schaff. The club has fourteen members already, including some of the best riders of the wheel from the old club. It is proposed to furnish rooms and to place the new organization on a sound financial basis.

IXION CLUB, N. Y. Annual election 2 February. President, O. G. Moses; vice-president, M. G. Peoli; corresponding secretary, E. S. Robinson; recording secretary, Will Veitch; treasurer, Wm. DaCamara; captain, Will R. Pitman; first lieutenant, P. M. Harris; second lieutenant, F. C. Ringer; governing committee, O. G. Moses, president; M. G. Peoli, vice-president; E. S. Robinson, corresponding secretary (*ex officio*), and B. G. Sanford. President Egan declined a re-election.

The ball of the Northampton Club, 4 March will be a very brilliant affair.

THE Washington Cycle Club held its first reception and hop at its new club rooms, on the 29th ultimo. Over fifty couples were present, and dancing was the order of the evening. The music was furnished by Weber's orchestra, while the supper added another gem to the crown of Jarvis the caterer. The affair was a most enjoyable one in every respect.

Among the premiums paid by members of the Massachusetts Bicycle Club for choice of lockers at the new club-house was \$25 by Col. A. A. Pope; \$21 by A. D. Claffin; \$9 by E. W. Pope, and \$10 by C. E. Pratt.

THE Citizens' Club of New York will banquet at the Grand Union Hotel, 19 February.

An elegantly gotten up invitation has been received for the fourth annual concert, exhibition, and ball of the Springfield Bicycle Club, which will take place Monday evening, 23 February, at the City Hall. The Orchestral Club will furnish the music.

THE Pilot Wheel Club of Lancaster, N. H., will hold an exhibition and ball, 19 February. Messrs. Finley and Frazier will give exhibitions of fancy riding and polo.

THE Missouri Club has joined the C. T. C. in a body.

THE Kings County Wheelmen's Tournament promises to be a gala and successful event. Much enthusiasm is manifested, and already reserved seats are in great demand. The Brooklyns, Long Island Wheelmen, and neighboring clubs are to take part. Entries for the one-mile scratch, and 75-yards slow race are already sufficient to assure interesting contests. The committee in charge have decided to give a gold medal to second best man in slow race, as well as to

the winner. A tandem tricycle race is being arranged between a quartet of members, and the meeting promises to be interesting in many ways.

THERE is the prospect ahead of a bicycle dealer locating in East Orange (N. J.) this spring. The ground has been looked over by an enterprising man, who was equally surprised and pleased at the fine roads and facilities for cycling. He will probably open a branch there in March.

THE Thorndike Club, of Beverly, will hold a skating carnival and exhibition, Monday, 16 February. Frazier and Finley will appear on this occasion and play polo.

THE Whirling Wheelmen, of Baltimore, have elected the following officers: President, Dr. P. G. Dauch; captain, W. B. Booz; lieutenant, H. B. Davis; secretary, P. W. Rieter; treasurer, E. J. Mabbett; bugler, H. L. Shaffer; color-bearer, J. Wiesenfeld; committee, E. D. Booz, T. M. Booz, and F. L. Shaffer, Jr.

THE Reading, Pa., Bicycle Club had a most successful bal masque at the Keystone Rink, 6 February.

THE Danvers Bicycle Club will have their second grand entertainment in the skating rink, 21 February. A fine list of attractions is offered.

THE Peabody Bicycle Club had their first entertainment and dance in Peabody Rink, 5 February. There were fully 500 present. A handsome sum was netted.

THE best talkers are found among the associate members of the Boston Club, if the last dinner shows anything.

THE second annual minstrel entertainment at the Cambridge Bicycle Club was held at Union Hall, Cambridge. Every seat in the house had been sold. The programme was exceptionally well rendered by the following performers: Interlocutor, John Amee; bones, T. E. Sutton; tambourine, J. J. Todd; and a score of burnt corkbedecked club men. J. J. Todd was stage manager, and the scenery was in charge of Fred Weld. The music was furnished by Messer's orchestra.

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Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—L. W. Conkling, 108 Wabash avenue, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

New Jersey.—L. H. Johnson, Orange, N. J.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. R. Overman, 179 Tremont street, Boston; Miss Florence E. Everett, Harrison Square, Boston; Chas. P. Wassung, Rock Springs, Wyoming; Fred L. Wellman, Rock Springs, Wyoming; J. M. Follister, 312 East Main street, Ottumwa, Iowa; Luther H. Porter, 21 South Arlington avenue, East Orange, N. J.; Mrs. L. H. Porter, 21 South Arlington avenue, East Orange, N. J.; C. M. Skinner, 215 Chestnut street; G. F. Baker, 2812 Morgan street; L. Chauvenet, 209 Larch avenue; E. Woestman, 2707 Grand avenue; G. J. Jones, 212 Pine street; G. C. Oeters, 259 South Main street; H. W. Greenwood, 219 Locust street; J. H. Williams, 2207 Randolph street; N. Crane, 35 Olive street; F. S. Currier, 610 No. 2d street; J. W. Ingersoll, 101 Washington street; E. Sells, 3421 Washington avenue. All the above of St. Louis, Mo.

APPOINTMENTS.—Consul for the State of Rhode Island: A. G. Carpenter, No. 2 Westminster street, Providence, R. I.; consul for Wisconsin, Pa., James R. Englebert; consul for the State of Illinois, L. W. Conkling, 108 Madison street, Chicago; consul for Chicago, L. W. Fuller; consul for Grand Rapids, Mich., Frank H. Escent; club tailors for St. Louis, Mo., Mills & Averill, Broadway.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope, to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal, N. B.—Consuls wanted in every city and town in Canada.

## TO CORRESPONDENTS

JAMES A. CHASE.—Very good, but little good without the cut.

A. B. R.—We have had it all before, and as we are crowded, please excuse us.

H. S. C.—Cover the bright parts with vaseline. It will leave a film that will protect the metal, and it will not grow rancid.

NAT.—Andrews uses that adjustment on the spokes of the Sanspareil. A small sleeve nut draws the spokes together in the centre, and they are headed at both ends. We like the idea. A spoke is weakened by cutting a thread, and with this device, the weak place is in the centre, where there is less vibration than there is near the rim or hub.

TRICYCLER.—We think the new ribbon steering will work well. Many of the faults of last year's device have been removed.

I. W. SEELY.—Thanks. Will use gladly. We are under the impression that the original San Francisco Club is still in existence. Perhaps this will strike the eye of some one who can tell. The Suffolk and Bangor Clubs are deadlier than door nails; so that the San Francisco Club alone stands in the way to the coveted position of second club in the United States. We have generally given the Montreal Club a position. It was formed 2 December, 1878. Our experience with the machine you mention has been the same as yours,—a very satisfactory mount on the whole.

HAL B. DONLY.—Thanks for paper. Enjoyed it very much.

O. W. L.—Expired 25 January.

S. E. P.—The gate money nor advertisements affect one's status, unless the contest is with or against professionals. Amateurs can compete with amateurs where gate money is charged.

E. D. F.—Length of Corey Hill, 2,300 feet; height, 199 feet; average rise, 1 foot in 11.41; steepest grade, incl. 158 feet, 1 foot in 7.55. Send a description of your men-irrig device.

## MISCELLANEOUS.

ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge, Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

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LYRA BICYCLICA.—FORTY POETS ON THE WHEEL, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

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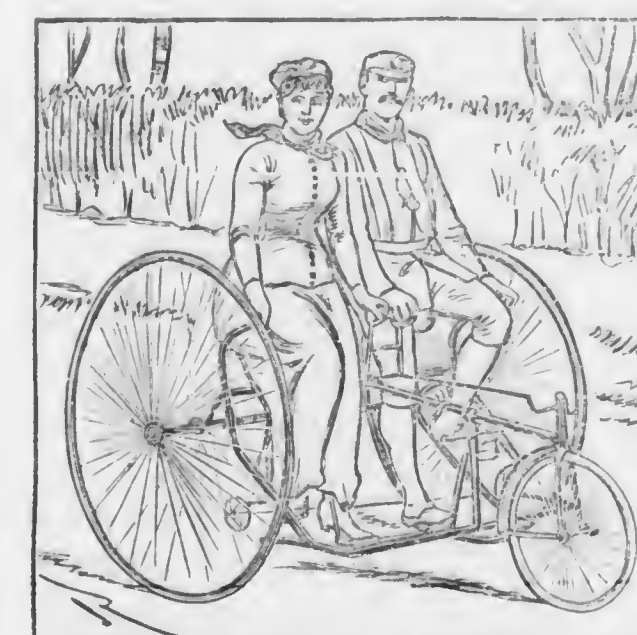
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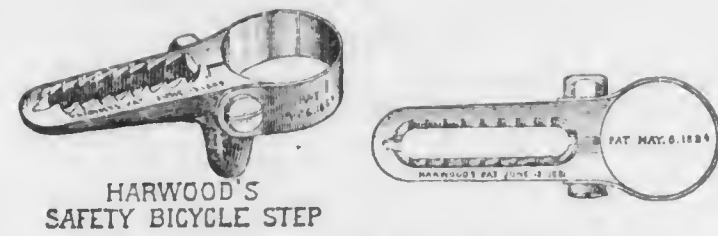
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## THE Bicycling World

[ESTABLISHED 1879.]

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From the Hamilton Spectator.

THE BICYCLING WORLD, of Boston, edited by J. S. Dean, is by all odds the best special sporting paper published. Since it ceased to be the official organ of the American League, it has improved in every respect. It is able now to point out faults in the League's constitution and to criticize its workings,—something it was unable to do satisfactorily while representing the League. As an authority upon wheel matters and as a wheel newspaper, it has no equal, on this side of the Atlantic at any rate. It was through it that the League appointed an official handicapper; and many other needed changes in that institution are due to its unflinching exertions to extend the cause of wheeling both as a recreation or a sport. The WORLD is a handsome sixteen-page weekly, neatly printed, and a perfect epitome of American, Canadian, and foreign 'cycling events.

From the Boston Globe.

Under its new management, the BICYCLING WORLD will undoubtedly continue to occupy the proud position it has always held as the leading 'cycling journal of America.

From a leading 'Cyclist.

Permit me to state that I subscribe to three wheel publications, and that I find the WORLD so much better than the others that I preserve it only. I have participated in newspaper work in both editorial and practical capacity, and understand what makes a good sheet.

From a well-known Wheelman.

I have got to curtail my expenses and cut off some of the wheel papers, but I cannot give up the WORLD. Put me down for another year.

From a large Advertiser.

The WORLD has thus far been of more actual value than any other paper, so far as business is traceable.

From another Advertiser.

I am convinced that wheelmen read the WORLD and glance at the other wheel papers, for I get more returns from your paper than all the others combined.

From a Wheelman.

Wheelmen about here swear by the WORLD, and take no other.

From New York.

The WORLD is doing a good work for wheelmen in publishing so many practical articles and hints to 'cyclists. Keep it up.

### THE SUBSCRIPTION PRICE

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**\$2.00 per annum. \$1.00 for six months.**  
**And we will send it three months for sixty cents.**

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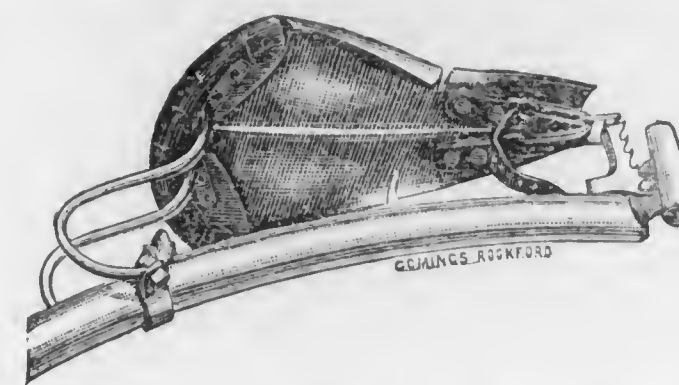
We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

SPECIAL TERMS TO AGENTS. SEND FOR CIRCULAR.

**8 Pemberton Square,**  
**BOSTON, MASS.**

### THE LILLIBRIDGE

Bifurcated & Universally Adjustable Saddle



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum.

Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

"For six seasons I have been looking for the best saddles and springs, and yours gives me more satisfaction in its adjustment to the form and requirements of the rider than any of the dozens I have used. The downward and forward movements of the spring, the great adjustability in height, width, and tension of the saddle, and the good workmanship of the one I'm riding seemingly leave but little chance for improvement. C. A. HAZLETT, Portsmouth, N. H."

"To try your saddle is to buy one." "They sell like hot cakes." New Haven Bic. Agency—TYLER.

"I would not take fifty dollars for mine if I could not get another."

T. S. RUST, Meriden, Ct."

Price, Nickelled, \$5.00; Japanned, \$4.00.

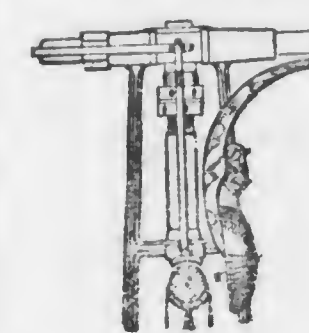
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**BICYCLES and TRICYCLES,**  
 Lamps, Carriers, Star Cyclometer, Bells, Saddles and Bicycle Parts for both CRANK & STAR.  
 DIFFICULT REPAIRS A SPECIALTY.

### THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
 OUT OF THE WAY;  
 NOT EASILY BROKEN;  
 HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

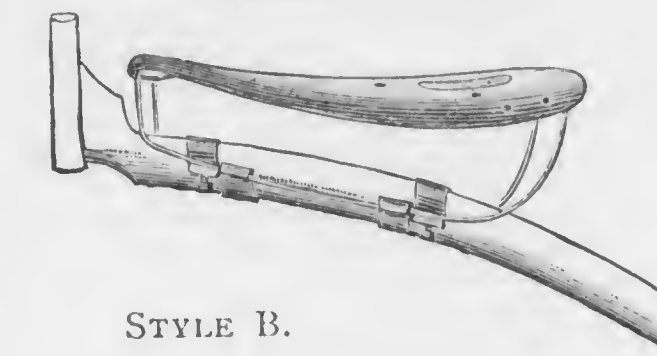
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

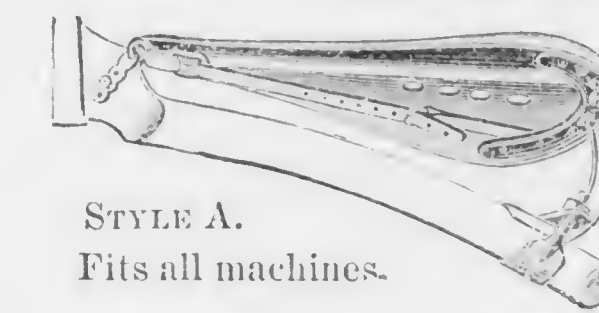
HILL & TOLMAN, Worcester, Mass.

### THE DURYEA SADDLE.

Patented Feb. 19, 1884.

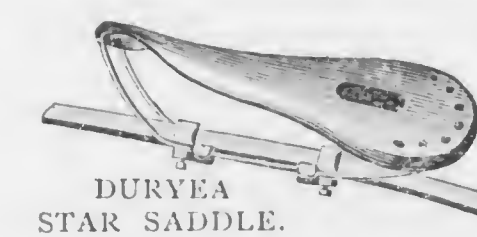


STYLE B.



STYLE A.

Fits all machines.



DURYEA STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Delph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armandino, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap.

Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

Reliable agents wanted. Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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Burley's ADJUSTABLE SKELTON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials.

Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

## THE AMERICAN STAR BICYCLE. A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new *flex-wheel* tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

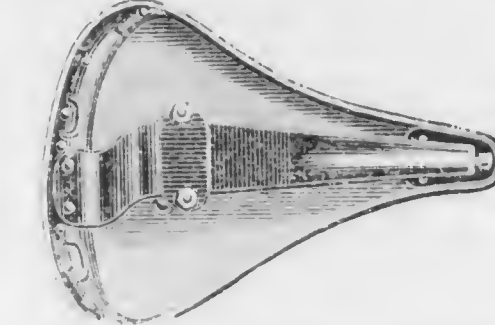
The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,  
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 Smithville, Burlington Co., N. J.



### THE AMERICAN

ADJUSTABLE LONG DISTANCE SADDLE



Spring Frame, Perfect Adjustment.

**LIGHT, STRONG, ELASTIC, EASY.**

"It is the easiest saddle I ever rode."

BURLEY B. AYERS,  
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ADAPTED TO THE STAR.

"Tried your saddle on my Star, and found it the easiest and most comfortable saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."

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Send for Circulars. Liberal Discount to Dealers.

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Importers of and Dealers in Bicycles, Tricycles, Parts, and Sundries.

REPAIRING A SPECIALTY.

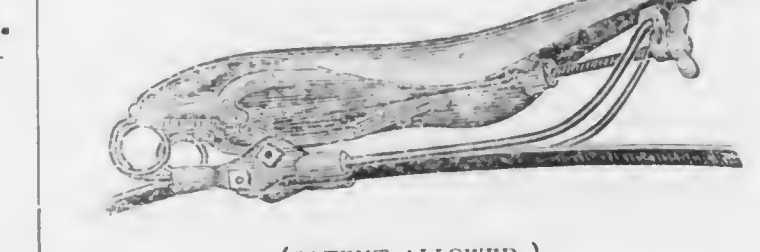
Our facilities for doing all classes of work, such as Brazing, Painting, Nickel Plating, etc., etc., at reasonable prices, are unequalled.

Correspondence solicited. Bicycles sold on the Instalment Plan.

Hersee Hall Riding School. Open Evenings. Purchasers Taught Free.

Cor. Main and Chippewa Sts., Buffalo, N. Y.

THE CRICKET BICYCLE SADDLE.



(PATENT ALLOWED.)

Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by hump-crow; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular. Price: Plain, \$3.50; Nickel Plated, \$4.00. Sent to any address on receipt of price.

L. S. COPPER,

793 Lorain Street - - CLEVELAND, O.



## A FEW MORE.

The EXPERT COLUMBIA bicycle, which I bought of you in April last, has proved in every way satisfactory, and I believe that this model, for use on the average American roads, has more good qualities than any machine now in the market. My machine has been ridden about 1,200 miles, over good roads and bad, and I find it to-day in every way as perfect as when I first bought it.

The COLUMBIA EXPERT is emphatically a first-class wheel, and I take great pleasure in testifying to the satisfaction I have had in using mine.

Yours very truly,

EDWD. T. NICHOLS, JR.  
NEW YORK, Dec. 30, 1884.

My wife was more than pleased with the tricycle. I do not think she has missed a day since it arrived,—that has been suitable for riding,—taking from three to eight miles' spin on it. Although never having had any experience of the kind before, she mounted it and rode off without difficulty the first trial, and has never since experienced any difficulty in its management.

You may mark me down as an advocate of the wheel under all circumstances.

Very truly yours,

CHAS. L. WORK.  
NEW YORK, Jan. 9, 1885.

After riding several of the English wheels, and as the result of two years of steady experience with the EXPERT COLUMBIA, I am filled with the conviction that it is by far the best machine, not only for rough country roads, but also for the hard pavements of the city. Its firm forks will take it out of ruts; its slight rake is a safeguard against headers; its perfect mechanism insures against breaks; and it will stand more of the rough usage than any of the other wheels which we have hitherto met. As an evidence of our testimony on this subject, the riders of the EXPERT in Ann Arbor have secured more converts to that wheel among the new riders than there have been for all the others put together, and in our club there are more of your machines than of any other three machines.

Yours bicyclically,

JUNIUS E. BEAL.  
Pres. A. A. B. C.  
ANN ARBOR, MICH., Nov. 10, 1884.

For a Full Description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to

**THE POPE MANUFACTURING COMPANY,**  
597 WASHINGTON STREET, BOSTON, MASS.

The 50-inch EXPERT COLUMBIA I bought of you a short time ago has more than fulfilled my expectations, and I congratulate myself on my selection. I think it is the most rigid machine and best adapted to our roads, and I would not exchange it for any machine I have ever seen. I highly recommend the EXPERT to all wheelmen who wish to procure the best in the market.

Respectfully yours,

G. A. VON BRANDIS.  
Sec. Centaur Bicycle Club.  
LOS ANGELES, CAL., Sept. 29, 1884.

The 56-inch EXPERT COLUMBIA I bought of you last winter, I must say, is to me a very useful steed. I ride it at least twelve miles a day every day to work. It takes the place of a horse, at no expense at all, saying nothing of the pleasure. I would recommend it heartily to any one, for I think it is the best machine I have seen. I have ridden the machine 2,400 miles since I have had it, and it is as good as it was the day I got it, or better. It runs easier than first.

Yours very truly,

AUGUST LOTZ.  
SAN JOSE, CAL., Oct. 17, 1884.

I am pleased to express my perfect satisfaction with the 56-inch EXPERT I purchased of you recently. I have given it a thorough test, and take pleasure in pronouncing it a first-class roadster,—strong, reliable, and durable, and in every way suitable for our roads.

Yours truly,

HENRY L. BLOOD.  
MOUNT EDEN, CAL., Oct. 4, 1884.

I desire to express to you my appreciation of the bicycles manufactured by your company.

Last winter I purchased a 56-inch full-nickelled EXPERT, through your agents in this city, Messrs. Zacharias & Smith. The first time I used it was on Feb. 22. Since that time I have ridden more than 4,000 miles. I don't hesitate to say that it is the best machine for all kinds of roads, and would not exchange it for any machine of English manufacture that I have seen or used.

Wishing you success in your endeavors to promote this most enjoyable exercise in the use of a first-class and reliable wheel,

I remain, yours truly,

A. D. LEMERIS.  
NEWARK, N. J., Dec. 15, 1884.

A careful canvass of the bicyclists and machines ridden in this vicinity shows the following:—

Whole number of riders ..... 59  
Riders using the EXPERT COLUMBIA... 30  
" " " Standard Columbia... 12  
" " " Special Columbia... 4

Thus, it will be seen, forty-six out of fifty-nine wheelmen are mounted on Columbias, and thirty are EXPERTS, showing the latter style to be the popular machine in Pawtucket.

BOWEN & SPENCER.

PAWTUCKET, R. I., Dec. 10, 1884.

Knowing that you are interested in the opinions of those who have had experience with your bicycle, I think, now that I am out of the business and not interested in the sale of any machine, that perhaps my testimonial may be of some value to you; therefore would state that for three seasons I rode and sold the EXPERT, placing it on the market as a first-class machine, and I can truthfully state that it fully indorsed my recommendations. Every machine I sold added to its popularity. I need not enter into details, as the wheel will admit of a hearty indorsement as a whole. It is an elegant piece of mechanism,—one that any mechanic cannot help but admire, both for its beauty and skilful workmanship. I believe that the EXPERT has a brilliant future before it, and that while it may mingle among bicycles of equal merit it will never meet its superior: for the enterprise of its manufacturers will not allow it to degenerate, nor will they fail to keep up to, and avail themselves of, whatever improvements the future may develop.

I am very truly yours,

H. M. STILLWELL.  
ROCHESTER, N. Y., Dec. 23, 1884.

Some three months ago I purchased from your agent here, Mr. A. M. Schefey, a 50-inch EXPERT, on which I have travelled over one thousand miles without a break. I have found it entirely reliable, and freely acknowledge it to be the most satisfactory machine I have ever used.

HUGH J. HIGH,

Captain of the Pottstown Bicycle Club.  
POTTSTOWN, PA., Dec. 11, 1884.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 20 FEBRUARY, 1885.

Volume X.  
Number 16.

## VICTOR LIGHT ROADSTER.



**OVERMAN WHEEL CO.**

**179 Tremont St. - - - BOSTON, MASS.**

**PRICES INSIDE.**

SPACE USED BY COURTESY OF THE CUNNINGHAM COMPANY.



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# SINGER'S BI } CYCLES TRI }

Are Entirely Remodelled for 1885, and Include, among no less than

## THIRTY-FIVE DISTINCT PATTERNS,

Bicycles and Tricycles specially adapted for American Riders.

## SINGER'S "BRITISH CHALLENGE,"

The Finest Roadster known. Contains Important Alterations for 1885.

## SINGER'S "APOLLO" BICYCLE,

A Really Strong Light Roadster (54 inches, 33 pounds complete.) Entirely New,

FITTED WITH NEW PATENT TANGENT, OR DIRECT SPOKED WHEELS.

## SINGER'S "CHALLENGE SAFETY."

A Really **SAFE** Geared-Up Bicycle.

Do not be Misled by Assertions as to the safety of Certain Bicycles which are MERELY SMALL.

## SINGER'S "CHALLENGE RACER."

Entirely New. The Finest Racing Bicycle made.

## 24 DISTINCT PATTERNS OF SINGER'S TRICYCLES FOR 1885.

N. B.—We have found it necessary to entirely withdraw our agency from Messrs. Stoddard, Lovering & Co., our late Agents for the United States.

Arrangements for Supply will shortly be announced; meanwhile, applications FOR LATEST PATTERN must for the present be addressed ONLY to

# SINGER & CO. - - - COVENTRY.

The Largest 'Cycle Manufacturers in ENGLAND.

**THIS IS WHAT YOU HAVE BEEN WAITING FOR**  
A High Grade  
Bicycle at a Moderate Price.

# THE AMERICAN CHALLENGE, THE AMERICAN SAFETY, AND IDEAL BICYCLES.

American make, especially fitted for American roads.

Well designed, nicely finished, all parts interchangeable.

### PRICE LIST

#### OF THE AMERICAN CHALLENGE.

60-inch .....	\$82 00
58 " .....	80 00
56 " .....	78 00
54 " .....	76 00
52 " .....	74 00

### PRICE LIST

#### OF THE AMERICAN SAFETY.

42-inch .....	\$76 00
The reach of a 52 or 54-inch bicycle.	
44-inch .....	\$78 00
The reach of a 54 or 56-inch bicycle.	
46-inch .....	\$80 00
The reach of a 56 or 58-inch bicycle.	

### PRICE LIST

#### OF THE IDEAL.

50-inch .....	\$72 00
48 " .....	66 00
46 " .....	60 00
44 " .....	54 00
42 " .....	42 00
38 " .....	35 00

DEALER, BEFORE ORDERING YOUR STOCK, WRITE US.

RIDER, GET OUR CATALOGUE BEFORE BUYING YOUR BICYCLE.

# GORMULLY & JEFFERY,

MANUFACTURERS,

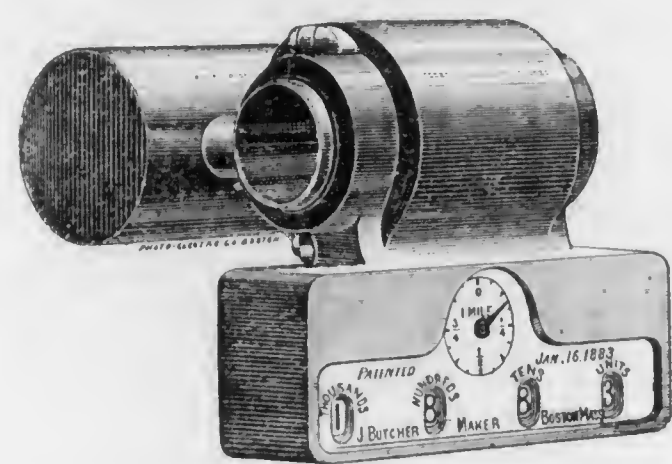
222-224 North Franklin St., Chicago, Ill.



## THE BUTCHER CYCLOMETER

For 1885.

With improvements resulting from year's experience.



Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with. Now ready for bicycle, tricycle, and American Star. Price, \$10.

THE BUTCHER AUTOMATIC ALARM.

Price, \$2.00, post-paid.

Send for circulars.

Butcher Cyclometer Co.,  
338 Washington Street, Boston.

JAMES HARVEY,  
BICYCLE and TRICYCLE  
REPAIRER.

PAINTING AND PLATING A SPECIALTY

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

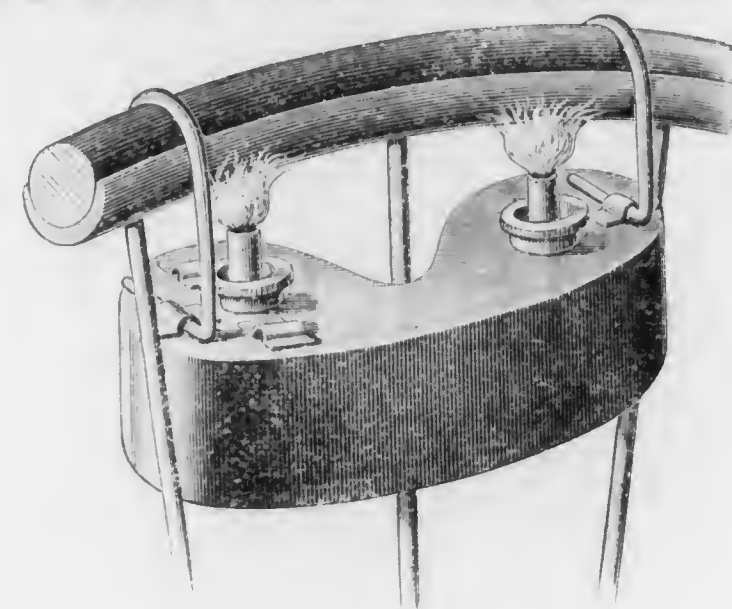
## YOUNG MEN, READ THIS!

THE VOLTAIC BELT CO., of Marshall, Mich., offer to send their celebrated **ELECTRO-VOLTAIC BELT** and other **ELECTRIC APPLIANCES** on trial for thirty days, to men (young or old) afflicted with nervous debility, loss of vitality and manhood, and all kindred troubles. Also for rheumatism, neuralgia, paralysis, and many other diseases. Complete restoration to health, vigor, and manhood guaranteed. No risk is incurred, as thirty days' trial is allowed. Write them at once for illustrated pamphlet free.

## THE PERFECTION HEATER,

(PATENT APPLIED FOR)

FOR CEMENTING RUBBER TIRES.



A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

Bicycles Sold on the Instalment Plan.

G. R. BIDWELL & CO., Dealers in Bicycles, Tricycles, etc.,  
4 East Sixtieth Street, New York.

## SAFETY, SPEED AND COMFORT.

Among the Many Splendid ROAD Records made in 1884 on the Matchless **FACILE** are the following:

Land's End to John O'Groat's, 924 miles, inside of 7 consecutive days, beating all previous records. Oct. 4: 266 1-4 miles in 24 hours, by J. H. Adams, breaking anew all 24-hour records whatever. Oct. 23: 100 miles in 7 1-2 hours, by E. Oxborrow; the first 10 miles in 33 1-2 minutes; the first 21 miles in 75 minutes, and the last 10 miles in 34 minutes, besides a number of rides of 200, 224, and 234 miles in 1 day.

### SPECIAL ANNOUNCEMENT.

I long ago became aware that **SPEED GEARING** could easily be applied to the Facile, and foresaw how to apply it whenever any considerable demand for such a thing might arise. I have now the pleasure of announcing that a simple Speed-Gear attachment will be ready at the opening of the active season. Full particulars cannot be given just yet, but the Gearing will be easily convertible at home, or while on the road, so as to drive at either the increased or at the normal rate as desired. It can be detached entirely, leaving the machine as before. It can be applied to old as well as new machines, and as a geared machine the Facile will surpass all other bicycles, as it now surpasses them in practical efficiency and merit.



Call and see it, or send for full descriptive price list, mentioning this journal.

Efficient Agents (but no others) wanted everywhere.

JULIUS WILCOX, Attorney & Agent, 15 Park Place, N. Y.

## THE TRICYCLE FOR 1885.

— THE —

# "RANELAGH CLUB."

### SPECIFICATION.

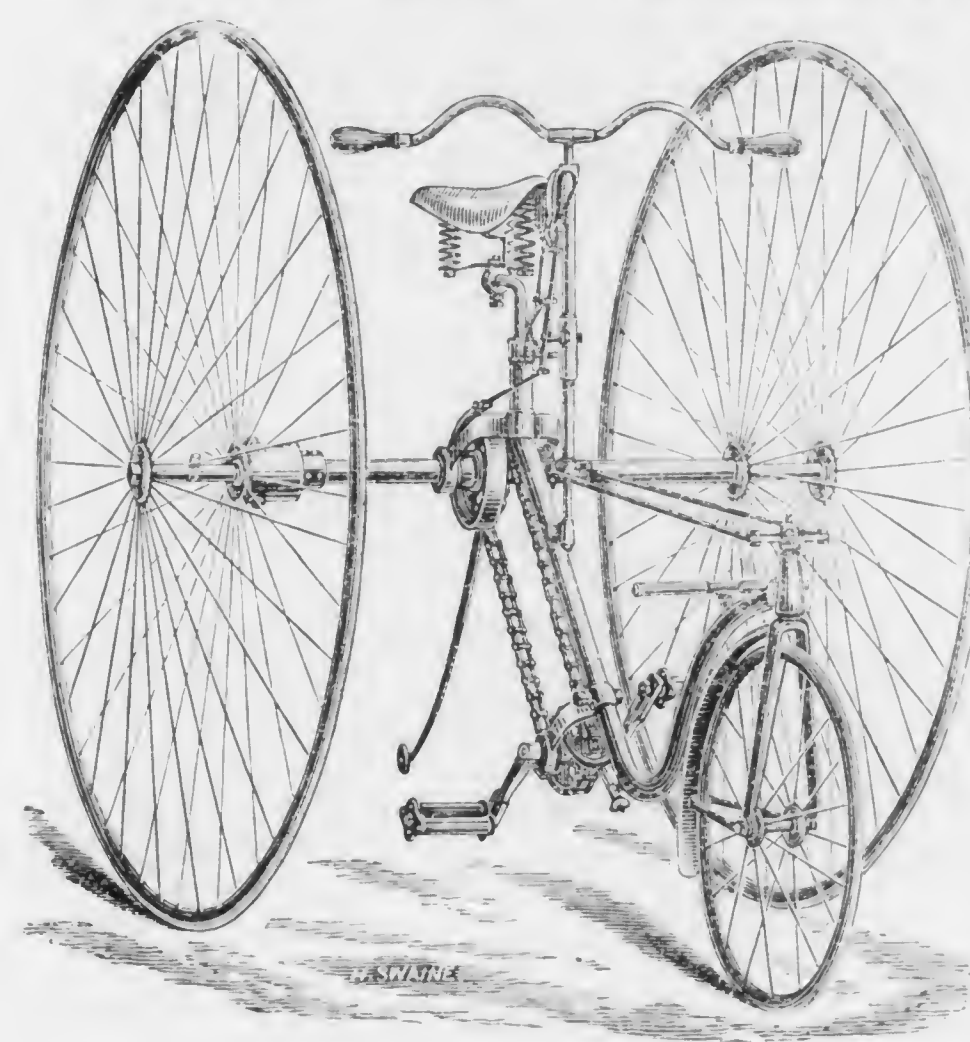
A central-geared double driving front steerer. It steers by means of a Bicycle Handle Bar (which is adjustable) and two rods. It is fitted with ball-bearings to all the wheels and crank shafts. Painted in three colors or enamelled plain black. All the bright parts plated.

PRICE, £24 COMPLETE.

### SOME OF ITS ADVANTAGES ARE

The comfortable and natural position of the arms. The rider is in the best position for exerting the full power of both arms and legs. The absence of vibration to all parts of the body. Its great speed. This machine is unquestionably the fastest Tricycle that has ever been built.

The *Athletic News* says: "If we are not mistaken, the 'Ranelagh Club' will prove to be the best Tricycle ever turned out by this celebrated firm."



SOLE MAKERS

## The COVENTRY MACHINISTS' CO., Lim'd,

By Special Appointment to H. R. H., The PRINCE OF WALES.

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## COVENTRY, ENGLAND.

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THE NEW "CLUB" SAFETY BICYCLE, {Now Ready.  
THE NEW "CLUB" TANDEM,



# VICTOR BICYCLE!

## NEW LIGHT ROADSTER.

**All Steel, all Interchangeable, all Highest Grade.**

**"THE NOBLEST OF ITS RACE."**

### PRICES.

48-inch .....	\$122 50
50 " .....	125 00
52 " .....	127 50
54 " .....	130 00
56 " .....	132 50
58 " .....	135 00

## NEW MODEL LIGHT ROADSTER STAR.

Ball Bearings, Noiseless Ratchet, Hollow Levers, Low Head, Long Bent Bars, Vulcanite Handles, Patent Saddle, Stiffer Frame, Increased number New Style Direct Spokes, screwing into Steel Nuts, concealed in G. M. Hub, No Jacket Pipe on Front Bar, Simple Direct Action Brake, Extremely easy Saddle Spring.

The new model is vastly improved in workmanship, and has been greatly simplified, and made stronger and stiffer, while the **WEIGHT HAS BEEN REDUCED SOME ELEVEN POUNDS** in the 48-inch size. **Sample now on view.**

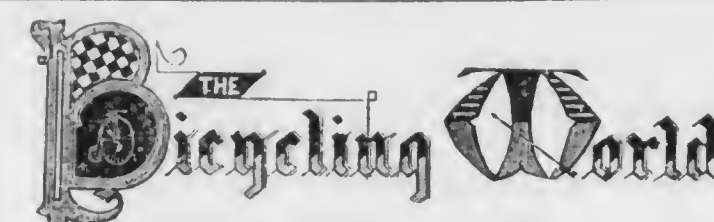
No Catalogues can be had till later, and applications for same must be accompanied by two-cent stamps. All applications from outside of New England must have enclosed five cents in stamps, or no Catalogue will be sent.

**A FULL LINE OF SUNDRIES ALWAYS IN HAND.**

## W. W. STALL,

(Successor to STALL & BURT.)

509 Tremont Street - - - BOSTON, MASS.



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8 Pemberton Square, Room 12,

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Six months ".....1.00  
Three months "......60

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John Wilkinson Co., 68 Wabash Ave., Chicago.

Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

Geo. R. Bidwell, 4 East 60th St., New York.

J. S. DEAN . . . . . } EDITORS  
ABBOT BASSETT . . . . . }

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 20 FEBRUARY, 1885.

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We have a large batch of correspondence pro and con relating to the League Meet, the place, and the date. These have been crowded out by our long special article this week, and as the question will have been decided before our next issue our friends must excuse us for withholding them. The Buffalo Club hold firmly to their idea of holding the Meet in July, and others are as firm against the change;

but whichever date is agreed upon we hope to see all members of the League united in promoting the success of the annual gathering.

SOME five years ago we took advantage of the occasion to take a spin on the frozen waters of Dorchester bay. Since then the turbulent waves have defied until now the efforts of Jack Frost to congeal them to subjection. On Sunday last there were acres of good solid ice and miles of level and good going were opened up to cyclists. A slight covering of snow rendered the running a little heavy but did not interfere much with the pleasure of the occasion. We spent several hours on the ice with our tricycle and saw several wheelmen enjoying themselves. Among others we noticed Lon Peck, and Ed Wheeler, of the Bostons, on Kangaroos, and E. C. Whitney, of the same club on a tricycle. If the ice remains good we would advise Boston wheelmen to run over to City Point and avail themselves of this unusual opportunity.

THE Kangaroo is certainly a strange animal, and is the delight of the small boy, and excites him to derision. Comparing the machine with an ordinary bicycle when ridden side by side it impresses one with power. But it must be only an impression, because it is well agreed that one cannot increase his power by any mechanical appliance.

### THE TRADE OUTLOOK.

WITH the approach of spring the thoughts of wheelmen everywhere turn to the dealers, and their next season's productions. The makers are putting the finishing touches on new machines, preparing catalogues and getting ready for the season's trade, and wheelmen generally are looking about for new mounts. Every cyclist is interested to know what new departures the trade will make, the dealers are anxious to discover what their confreres are about, and the agents value any information of what their principals are up to, that they may intelligently place their orders. In England all the information that we can give is furnished by various shows. Here there are as yet no such exhibitions of novelties, so the WORLD steps in and endeavors to take their place, and give as well as it can the most complete information obtainable of what the trade will do during the coming year, endeavoring to be a Stanley Show and an Indispensable at the same time. The changes and announcements are more numerous than

ever before. Several new firms will take an active part in the cycling business, and nearly all the old ones have increased their facilities. The ordinary bicycle leaves little room for improvement,—in fact all the changes in the standard makes are in the matter of detail. Some of the very light machines will be strengthened where they were weak, and made better adapted for the riders of this country. In tricycles the tendency is towards lightness, but so far as we can ascertain, strength and general utility have not been sacrificed. The number of safeties is almost daily increasing, and no man need hesitate to take up cycling on account of any lack of appliances to prevent accidents. The sociable does not seem to have many strong advocates, but several new and useful tandems will be offered. Nearly all of them are made convertible by simple methods. The American market is beginning to attract the attention of English makers, and several large firms will be more prominently represented than ever before. The West is developing into a big field, and the reports from the dealers in that section of the country are very encouraging. Every dealer we have advices from, anticipates an increase in the business over former years. Our best judgment is that the ordinary bicycle will still continue the leading machine, that the tricycle will greatly increase in popularity both in its single and tandem forms, and that the numerous safeties will find a useful and profitable field. Prices as a rule will remain about the same, though there is to be a large number of low-priced machines brought out. Without further delay we will pass to the dealers and manufacturers, taking them up haphazard, and telling, so far as we are able, what each one will place before his customers this spring.

### THE CUNNINGHAM COMPANY

so long and favorably known in connection with the early struggles to advance the interests of the wheel, though seriously hampered by the action of the government, is not to be lost sight of. Having removed its office, salesroom, and factory to the Institute Fair building, it is very well situated to attend to its business, which, of late years, has consisted of supplying the demands of its agents. Being well satisfied with the excellence of its Harvard and Yale bicycles, no changes are felt to be needed, and none will be made. Because it has no novelties to offer, it does not necessarily follow that it is not well up to the times. It will manufacture the new Cyclone for the inventors, and though the arrangements for the handling of these machines are not yet completed, it is safe to say that some of the machines will be built and heard from on the path as well as on the road. In tricycles, the company will make a departure in bringing out a three-wheeler especially adapted to ladies. The Harvard tricycle has hitherto sacrificed nearly every thing to strength and dura-



bility; but this year the reduction of weight will receive the most careful attention. The loop-frame will be retained but the driving wheels will be reduced to forty inches, while the steering wheel remains at twenty inches. Hollow rims will be used, and the direct spokes retained. The machine will not weigh over seventy pounds, and will be especially adapted to the use of ladies and light riders. The company will make a specialty of sociable tricycles, being a thorough believer in this form of double riding, particularly where one or both of the riders are ladies. It was the pioneer in introducing the Sociable, and does not mean to be led astray by any mere novelty. Its leading sociables, as hitherto, will be the American Salvo and Meteor. A riding school will be opened, thus supplying a want seriously felt now that there is no place in this city where new cyclists can learn the art of riding. The company has splendid facilities for doing special work in the way of making and repairing.

In Tandem bicycles the company will still retain their position as the leading—and in fact the only makers in this country. The '85 pattern tandems will, however, differ in many details from the patterns which they introduced last year. The straight connecting bar will give place to a double curved backbone, each curve following the outline of the wheel beneath, while the connecting joint presents some valuable improvements, not the least being that it is adjustable for wear. The machines will be made in Harvard and Yale patterns, and the prices will not be increased.

#### THE COVENTRY MACHINISTS' COMPANY

has been long and favorably known as one of the largest and most reliable manufacturers in the world. For some time its goods have been handled by S. T. Clark & Co., of Baltimore, who will continue to act as its agent. Last year Mr. F. B. Bale, its London manager, visited this country, and became convinced that the market would warrant it in being more directly represented, and determined to open a branch house. For this purpose it has sent out Mr. H. W. Gaskell, who will be favorably remembered as one of the best and most successful of the English amateurs who visited this country. Mr. Gaskell is now on his way here, and will, we are informed, locate in this city. The machines of this company have had the reputation of being first-class in every respect, and as especially well finished. Its bicycles are so well known that no description is needed. They will comprise a roadster and a racer, the latter being equal to any in the market. The Club tandem was very favorably received when exhibited last year, and has been fully described in these columns. We understand that it will be somewhat altered and improved. The saddles will be placed further apart, thus obviating one of the most serious

objections to tandems. It is to be built lighter and can be converted into a central geared front steering Imperial Club, or into a Humber pattern Sandringham Club, thus furnishing, at a moderate cost, three of the most popular forms of tricycles. For a light roadster or racing tricycle, the Ranelagh Club is bound to be a favorite. It steers with a bicycle handle, after the style of the Greyhound, and from all accounts is one of the lightest and fastest of three-wheelers.

The Club Safety is a small, neat bicycle, of the Kangaroo pattern. With Gaskell in Boston and S. T. Clark & Co., in Baltimore, the Club machines will doubtless give a good account of themselves.

#### LATTA BROTHERS.

We now come to a new firm in the importing trade. Latta Bros., of Friendship, N. Y., have for several years done a retail business in machines of American and English manufacture. They have also devoted considerable time to improvements in cycle construction, and have taken out no less than eighteen different patents. Both brothers are mechanical engineers of standing and experience, which renders them well able to understand what is needed to make a perfect machine. Having made arrangements with the Pope Manufacturing Company, and taken out a license, they have secured the services of Hickling & Co., of Maidenhead, England, and will embody their most valuable inventions in some machines for the American market, which will be ready for delivery about the first of April. These machines, which will be known by the name of Pilot, comprise five varieties, which are briefly as follows: The American Pilot, full roadster, crescent rims, seventy-two and twenty-four butted direct spokes, slotted at end for removal from hub, one inch three quarter tires, four and three quarters by six inches gun-metal hub; Latta's new single ball bearings, adjusted by an auxiliary screw, and swiveling bearing boxes secured to fork lug by a bolt below the axle; Latta's detachable cranks and ball pedals; broad elliptical front forks of weldless steel tube, semi-tubular rear fork; Latta's steering head with five-inch centres and improved check nut; Latta's adjustable and detachable cowhorn handle bar; elliptical backbone one inch by one and a half inch, adjustable step, long, flat spring with improved fastening at neck; and rubber insulated clip at rear end; weight, forty-two to forty-four pounds. The Pilot light roadster is similar to the above, except that it has hollow rims, seven-eighth inches and three-fourth inch tires, Latta's new hubs, tangent spokes, and will weigh thirty-four or thirty-five pounds. These machines are claimed to be equal in construction to any, and to possess several points of advantage. One is that owing to the compact form of bearings, and method of securing them to the forks, a very short axle is used, the tread is reduced, being but eight inches from out-

side of cranks, which is quite a feature on a machine with six inches spread of spokes, and a perfect detachable crank. In the way of a tricycle they will push the Pilot, which is a two-track machine, with the steering wheel directly in front of one of the driving wheels. We are informed that it has a loop frame which will be a novelty in this class of machine. For those who for any reason want something different, the Pilot Safety, on the principle of the Kangaroo, will be obtainable. It has a thirty-three to forty inch driver, with a twenty or twenty-two inch trailer. Enclosed steering head, with long centres, cowhorn handle bar, etc. The cranks are set well back, so the machine is as safe as any of this class. They will also have a bicycle for those who cannot afford a high-priced machine that will sell for \$100. We have received photographs of some of the above machines, which represent them as being very well designed and handsome. We have visited Hickling's factory, at Maidenhead, and know that he turns out some very good work. Latta Brothers do not expect any very great increase in the business over that of last year, but intend to take their chances with the rest, and will about the first of March publish a catalogue, telling fully about the various improvements we have merely hinted at.

#### GORMULLY & JEFFERY.

This Chicago firm has five floors of its large factory well filled with stock manufactured during the winter, most of it consisting of the six sizes of the Ideal bicycles. They will introduce two new machines, which are made interchangeable in every part, and have several features common to last season's Ideal, together with improvements suggested by its experience, and comparison with the highest grade goods in the market. The first of these is the American Challenge, which will be provided with the well-known high neck, and low, strong closed head, solid steel forks, patent globe bearings, ebonite handles, and either straight, dropped, or cowhorn handle bars, large weldless steel backbone, semi-hollow rear fork, 17-inch rear wheel, one-inch moulded tires to front wheels, butt-ended spokes of No. 12 wire, adjustable rubber-capped step, long-distance saddle, with adjustable tension for the leather and adjustable clip to the spring. The opening in neck, ends of bearings and of pedals are covered with dust shields and the latter provided with rubber crank protector, which surrounds the ordinary cap at the end of the pedal, and often saves the crank and crank pin from injury by a fall.

The other machine is the American Safety, built with extra large tires and strong frame, and is intended for use on rough roads. Its construction is such that great safety is insured, the seat being placed well back of the front wheel, on a very elastic spring, and the weight of the rider is carried on the low dropped pedals, which are placed well under the

axle, and move in an elliptical curve nearly vertical. The action is on a lever; but the motion is so nearly like that on the crank, that the difference is not noticeable to the rider. The joints that swing are provided with adjustment for wear. The rear wheel is 20 inches diameter, and forward wheels from 42 inches to 46 inches diameter. The prices are placed very much below that of the imported machines of similar pattern and quality, and a large demand is anticipated. The Ideal has been improved also, and some parts judged to be weak have been strengthened, others lightened, the material as a whole, better distributed. All bicycles over 46-inch will have thickened spokes, hubs have been strengthened, bearings made more dust-proof, and the large demand that the Ideal met with last season, warrants the manufacturers in preparing for a large trade. Among other new accessories, they make the Ideal rack, to hold from one to ten bicycles in the smallest possible space, and arranged so that a bicycle can be easily removed or replaced. They also make a single wall or post bracket, to hold the bicycle upright, which, when not in use, hangs perpendicular with the wall or post, and entirely out of the way. They also manufacture tools for truing and straightening rims, handle bars, and cranks, which will be found very useful for clubs and dealers.

#### A. G. SPALDING & BROS.

Chicago is rapidly becoming the trade centre of the West, and the above firm is to occupy a leading position among the dealers this year. Its position will be entirely different from that hitherto taken by it, as it will bring out a new line of goods, and become entitled to rank among the importers and manufacturers, instead of being agents only. A. G. Spalding & Bros. have made arrangements with Hillman, Herbert & Cooper, of Coventry, England, to manufacture two entirely new machines for them, and will also handle their Kangaroo for the firm. Their principal specialty for the season will be the Spalding bicycle, which they intend to be as good as any bicycle made. It is a light, full roadster, with Warwick rims, round inch and three eighths backbone, elliptical rigid hollow forks, Hillman's steering head, 5½-inch centres; hollow, weldless, cowhorn handle bar, shaped very similar to the Royal Mail; Royal spring; semi-tubular rear fork; direct spokes to rear wheel, with Æolus bearing, fixed cranks, 4½ to 5½ inch throw. The principal specialties are the front bearing, hub, axle, and spokes. The bearing adjusts and runs precisely like the Rudge, the change being that it is cut open and has a lug and clamping screw both on the forward and back side, thus allowing for the bearing being opened and taken off, without removing the crank. The axle is the Hillman hollow axle. Hub flanges are of gun metal, four inches in diameter, slightly recessed. The spokes are direct tan-

gent; that is, they run at a tangent of ninety degrees, and instead of being laced, are screwed into the gun metal flanges with covered threads. They are brazed together where they cross.

Prices will be about the same as the Rudge.

Their next machine is the American Premier, having direct spokes, crescent rims, same front and rear bearing as the Spalding, elliptical hollow front fork, solid cowhorn handle bar, Royal spring, inch and three-eighths round backbone, finished in enamel and half bright, 52-inch, \$95. This they claim to be one of the best medium-priced bicycles put forth.

The Spalding cyclometer is another novelty which they will introduce. The size of the instrument is the same as the McDonnell, only it is slightly thinner and lighter. The reading of the dial is the same, but instead of revolving with the wheel, it will be attached to the spoke and hang perpendicularly on the same general plan as the Excelsior or Butcher. This gives it an absolutely positive mechanical action, with all the advantages of smallness, cheapness, etc., possessed by the McDonnell.

The Conkling Combination Bicycle Lock comes last, but not least, and is an extremely neat little affair, got up in better shape than any other lock made, and of much neater form. We think it will answer the requirements of a perfect bicycle lock. It will sell for \$1.25. They have opened a large branch house in New York City, so that the business there will be well looked out for, and the name of Spalding become more familiar in the Eastern market.

#### STODDARD, LOVERING & CO.

The popularity of their machines has been so great, and their business has increased to such an extent, they were forced to remove from their former location, to more commodious quarters. They are now to be found at 152, 154, 156, and 158 Congress Street, where with greatly increased space and facilities they are prepared to look after their customers. Their 1884 pattern bicycles are changed but little, and though their improvements have been few, they will be found important. The Rudge Light Roadster retains all the valued features of last year, but it is further improved by a new pattern tangent spoke, and fuller and stiffer forks. The brake spring will be placed under the head, and either detachable or fixed cranks will be furnished. Although some riders object to fixed cranks the firm found not the slightest difficulty with them last year, though they furnish the detachable crank if desired. Harwood's safety step will be used. The American Rudge has given such universal satisfaction, that with one or two exceptions, they have made no changes in its construction.

The only alterations are curved instead of straight handle bars, either detachable or fixed cranks, Harwood's safety step,

and brake spring under the head. This machine is one of unusual merit at the price. The Rudge Racer has been further strengthened and improved by a new spoke, by fuller front forks, and, fitted with one-half and five eighth inch tires, is especially designed for American tracks. It is unnecessary to say that this machine is one of the best racing machines on the market. The Coventry Rotary Tandem, a remarkably fast and easy running machine remains nearly the same as last year. It is built stronger. The size of the driving wheel has been reduced to forty-six inches, and attachment for the rear rider has been somewhat improved. Special attention has been paid to the details of construction and it is better adapted for American roads.

The Rudge safety is similar to machines of the Kangaroo type, though the fork extends from the centre of the wheel instead of back of it, and the rear wheel is smaller. Since we published a detailed description of it, it has been decided to use a cradle instead of a flat spring. We gave last week a detailed description of the Rudge double driving tricycle, which is built to meet a long-felt want for a light yet strong machine. We have received word that it will be fitted with an attachment for converting it into a tandem of the popular club form. The Ridges are also building a Humber pattern tricycle and a Clipper, which is a tricycle steering with the front wheel by a handle bar, similar to the method adopted by the Star. This machine will of course be especially adapted for racing. It will be noticed that Stoddard, Lovering & Co. intend to confine their energies to the machines manufactured by Rudge & Co. In addition to the machines we have mentioned, this firm, having secured the sole agency, will handle the following sundries: Loulon's cement, Brook's saddles, Lamplugh & Brown's saddles and leather goods, Ardill's enamel, Lucas's lanterns. All the above productions will be sold at retail, but a specialty will be made of supplying the trade.

#### JULIUS WILCOX.

The Facile bicycle has always maintained a good reputation as a roadster, and has proved a constantly increasing favorite in this country, and we were surprised to learn from Mr. Wilcox the extent of his sales during last year. The Facile will not be changed in any material respect, though a speed gear is in preparation, and will be ready soon. It is well known that Mr. Wilcox is not a believer in gears, but has provided a device for those who do believe in them. As this gear can be fitted to a machine after it is sold, purchasers of the Facile can take full time to find out whether they want anything of the kind or not. The outlook for the Facile is encouraging, and especially so as the demand for safeties of all descriptions is steadily increasing. That is, the prejudice against small wheels and their lowly appearance



has militated somewhat against this machine, but now it comes in with the rest. In addition to the Facile, Mr. Wilcox will go in for sundries to some extent, and proposes making a specialty of lubricating oils and liquid enamel. He will get out his list in good season, and intends to present the best of everything, rather than seek to furnish mere "novelties."

#### WILLIAM READ & SONS.

Though really only about a year old in the cycle business, this firm already occupies a prominent position in the trade, and its machines were among the most successful ones last year. The Royal Mail will continue, as hitherto, to be the principal machine handled by this firm, and will not be greatly changed. A new brake of strong and scientific construction will be fitted; a flat spring with double hinge-tail piece will take the place, but not entirely supersede, the coil-spring used last year; the forks are stouter and fuller and have a rounded edge; the head too is somewhat stronger and handsomer with a more graceful and better shaped handle-bar. The spokes are to be tied with several windings of wire; the tires are to be of moulded red rubber, and are fastened into the rim with a patent grip process. Harwood's adjustable step will be used. In other respects the machine will remain the same as last year, but is better looking and more graceful than formerly. The Royal Mail racer will not be changed. The R. M. two-track tricycle will be turned out with a side or central-gear; the latter is to be a light machine weighing about seventy-five pounds. This, we think, is as light as any roadster on the American market. In order to keep up with the times, this firm is having built a Royal Mail two-track convertible tandem. This machine has double steering, something after the style of the Coventry Rotary, but is a double driver and will be built to weigh not much over 100 pounds. It has one peculiarity which is commendable, the lady sits in the rear, and the gentleman acts as helmsman. For a cheap or rather low cost bicycle, a machine will be built for them at the Premier works by Hillman, Herbert & Cooper. They have, with one exception, mentioned elsewhere, the only direct American agency of the Kangaroo, and will have in a short time some of these machines built lighter than the standard roadsters, and fitted with Hancock's non slipping tires. The Royal Mail Humber pattern tricycle will also be kept in stock. Their facilities for doing a large business are very good, and they are thoroughly prepared to fill any orders they may be favored with.

#### THE POPE MANUFACTURING COMPANY

is very conservative; and though it has several announcements of changes to make is not yet quite ready to do so. We must, therefore, wait for the present and give to our readers all that they will be entitled to know ere many weeks have passed. The Expert and Standard will

remain unchanged. A new Columbia light roadster, built on popular lines, will be ready for delivery about 1 April. This machine will contain several specialties of which we shall give the details as soon as possible. This company has purchased of the Breech Loading Lantern Company of Washington, D. C., the exclusive right to make and sell its unique lantern, which is lighted and extinguished by a simple automatic arrangement. It will go in more for sundries, especially the most approved forms of saddles. A new light tricycle will be made; but we must defer giving the details until later on.

#### SINGER & CO.

of Coventry, England, as stated in their advertisement intend to take a prominent part in the trade this year. As yet no definite announcement of its plans has been made. There are plenty of rumors of the different ones to be favored with their agency, and it is also whispered about that Singer himself will open a house in this city. At all events it can be confidently stated that Singer's machines will not go begging for want of proper handling. The reputation of the British Challenge is exceedingly good in this country, — and in fact all of this firm's machines have sustained a first-class reputation here. We have been daily expecting the details of changes, but the delays in foreign mails have compelled us to go to press without being able to give any more information than is contained in this firm's advertisement.

Since the above was written, and just as we go to press, we have received information which allows us to give more details concerning the productions of Singer & Co. To mention each of the thirty-five patterns turned out by them as full as they deserve would require more time and space than we have at present, so we will only run over the more important machines briefly. The British Challenge as a thorough roadster will not be changed materially. The Special British Challenge is the same as the above, but has an open head, the forks being continued up to the handle-bar. The Traveller bicycle is a new machine, with ball bearings, hollow forks, and a good machine at a low price. The National Challenge is a solid fork bicycle, even cheaper than the one last mentioned, and sells in England for about \$50. The Apollo bicycle is a new light roadster. It is made on the familiar specifications of machines of its class, with everything hollow that can be, and tangent spokes. The actual weight of a 52-inch complete is said to be but thirty-three pounds. The Challenge racer is also built on popular lines, and a 56-inch weighs about twenty-four pounds, but will be built to order even lighter than that. In safeties the Extraordinary, either with ordinary sized driver or with wheels from thirty-six inches to forty-four inches, will be supplied, while a new geared safety will be placed on the market. It has six inches rake, which renders it un-

usually safe, while the speed, it is said, is not injuriously affected thereby. It has a powerful brake, comfortable foot-rests, chain guards, splash guard, good adjustable ball bearings throughout, there being a ball bearing on both sides of the lower chain wheel. It contains the very best materials and workmanship, and is of great strength and of moderate weight.

In tricycles there is the double driving front steering the two track, and the telescopic central geared Apollo. The latter is a double driver, but by an ingenious method, and by slackening two screws, the width may be reduced to twenty-nine inches, a great convenience to those with limited stabling accommodations. The Traveller is either a roadster or racer of the Humber pattern. It is also fitted if desired with the telescopic axle. There are tandems and sociables in every style, and no end of pleasing novelties and accessories. Then, too, there is the Velociman for invalids, and Carrier tricycles almost without number. In these latter utilitarian vehicles Singer & Co. have taken a decided lead, and any one visiting England will find postmen with the royal "V. R." on their baskets, milkmen with their shining cans, tradesmen delivering parcels, newspapers hastening their issues on Carrier tricycles made by Singer & Co. We shall in due course of time give more complete details of several of the above machines, and expect very shortly to tell where they can be found for sale in this country.

#### SAMUEL T. CLARK & CO.

of Baltimore, Md., will, as in the past, continue to act as agents for the Coventry Machinists Company, and will carry a large stock of its bicycles and tricycles, including the Club Tandem. They already have an invoice of these popular machines on the way, and have booked several orders for Club racers, which have gained in favor since Gaskell captured the 2 and 5 mile records last year at Springfield. They always build racing machines to order, as it is the only way a racing man can get a machine which is "just right" in every particular, and every flyer knows how important it is to feel his machine is a part of himself. They will bring out a new machine, with patent detachable hollow handle-bar, either straight, dropped, or curved, and with bearings of the Rudge type. It will be a direct spoke full roadster for hard riding, and will weigh about forty-two pounds. The Sanspareil has been somewhat improved, and has single ball bearings with side adjustment. The same make of light roadster will weigh thirty-four pounds, has hollow rims, tangent laced spokes, and is fitted with single ball bearings of the Columbia type. Has a Duryea combination saddle, is enamelled and nickelled, and will sell for \$130 and \$142.50. The American remains about the same, and is one of the best machines for the price on the market. With the exception of the convertible Club Tandem, this firm will, as a rule, im-

## BARGAINS IN BICYCLES.

As we have given up the agency of Messrs. SINGER & CO., of COVENTRY, ENG., intending to devote all our time and energy to the sale of Messrs. **D. RUDCE & CO.'S** celebrated Bicycles and Tricycles, we have made arrangements with our licensors to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

Riders intending to purchase new machines in the spring, cannot do better than to take advantage of this unusual offer, as our stock is limited.

SEND STAMP  
FOR  
CATALOGUE.



BRITISH CHALLENGE.

SEND STAMP  
FOR  
CATALOGUE.

NEW PRICE, 50-INCH, ENAMELLED and NICKELLED, COMPLETE, \$126 50

When Money is Sent in Advance the Freight will be prepaid by us.

Machines can be sent C. O. D., but orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

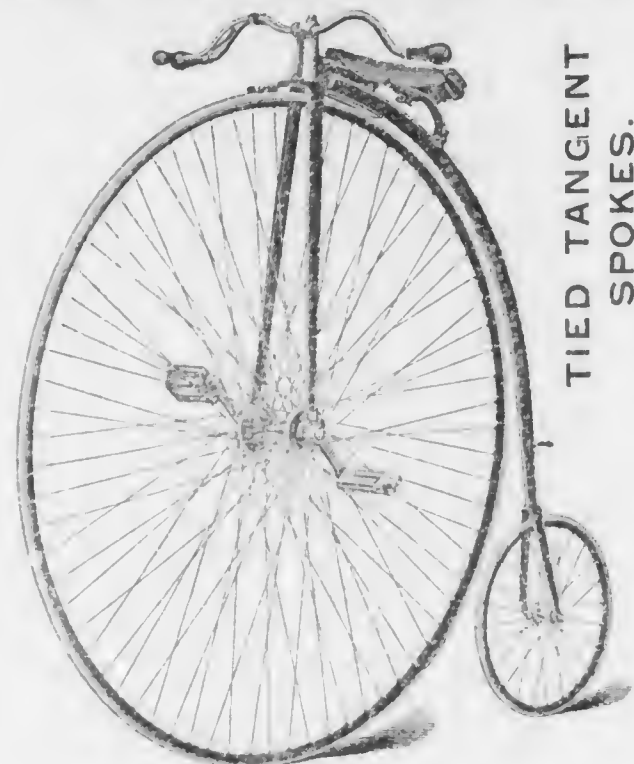
## STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.



## American Agents for the **THREE WINNING CYCLES!**

This is a Correct Cut of the "Royal Mail."



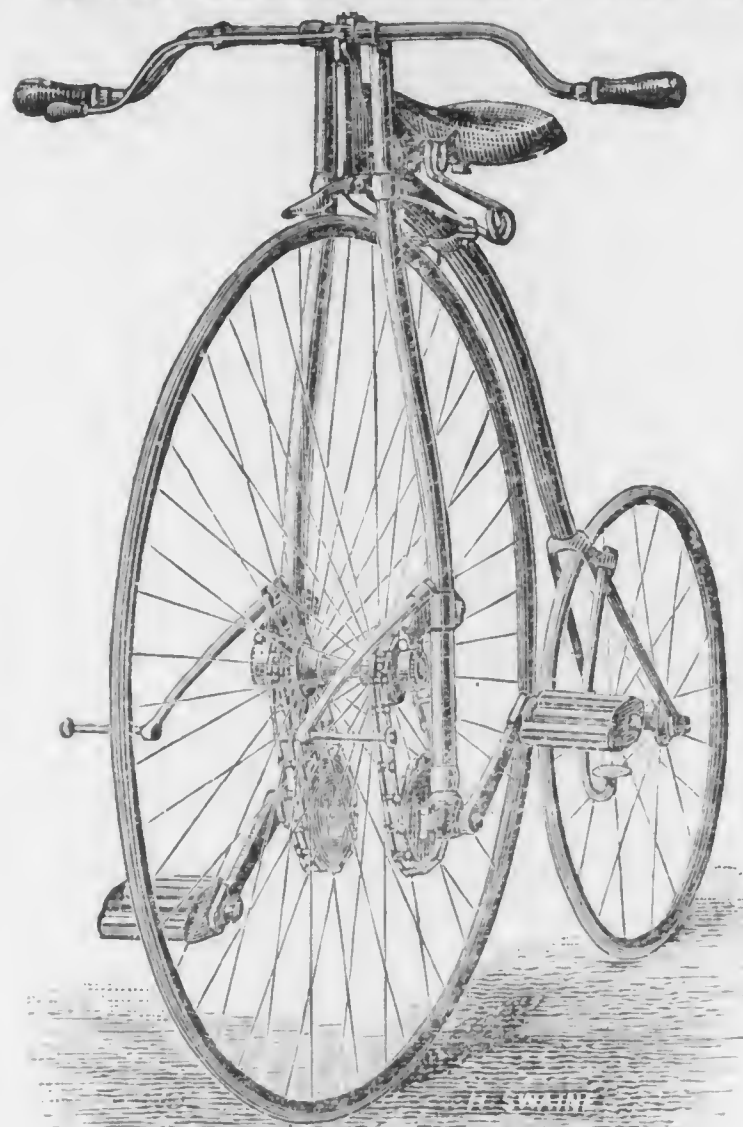
"Royal Mail" holds the World's Record

Fastest One Mile - - - 2.39.  
Second Fastest - - - 2.39 2-5.

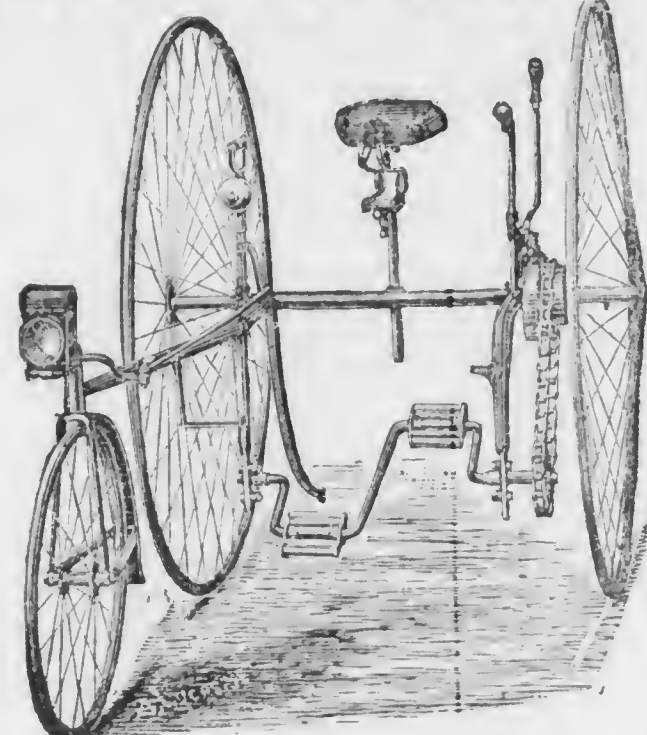
No Other Wheel in the World holds two as fast records!

A Rigid, Superior Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes. 36 lbs. Also, holds the American one-mile record, and won many principal events in 1884. Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



**WINNING SAFETY "KANGAROO,"**  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



**Winning Tricycle "Royal Mail"**  
Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

**WILLIAM READ & SONS,**  
107 Washington Street,  
BOSTON.

## BALLS ALL OVER. THE SANSPAREIL ROADSTER.

Dust Proof, Single Ball Bearings to Front Wheel.  
Rear

**NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),**

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Battled Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch

\$125.

Every machine furnished with Handy Tool Bag, containing Oiler, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

**THE AMERICAN CLUB,**

The highest grade Bicycle extant. 50-Inch, \$145

**THE SPECIAL SANSPAREIL ROADSTER,**

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

**THE SANSPAREIL LIGHT ROADSTER,**

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

**THE AMERICAN ROADSTER,**

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

**S. T. CLARK & CO., Importers, BALTIMORE, Md.**

port bicycles to order only, and will make a specialty of building machines to order, with reasonable changes to meet the wants of individuals. The spring trade is already beginning to be felt by this firm, and several orders have been booked, and it has increased its facilities for promptly supplying the demand.

THE OVERMAN WHEEL COMPANY

and its recent wares has become familiar to our readers, and we are compelled to pass them by with less notice than they would otherwise be entitled to. We gave, week before last a detailed description of the new Victor bicycle, and we have but little to add to what we said then. The handle bars will be furnished at different lengths, viz., 29, 30, and 31 inches. The coil-spring will be made of different gauge wire and the spokes in 56-inch and ab ve will be eighty in number. The new bicycle is very well spoken of on all hands, and several large orders for it have been already booked. A few racing bicycles and tricycles will be built. The tricycle, with the exception of the steering and spring, which we have already described in detail, will remain as last year. Warwick rims and Æolus bearings, are made by this company at its works in Chicopee, and the trade will be supplied; in fact, the Smith Machine Company has already availed itself of these facilities. In sundries, it will prepare for a large wholesale trade in its well-known productions, among which, may be mentioned the hinge-top oil can, square rubber ball pedals, lanterns improved in details so they will not go out, a baby seat and luggage-carrier for the front of a tricycle, a gong and stop bell, calliope whistle with mouth-piece, bags innumerable, and several styles of saddles.

H. B. SMITH MACHINE COMPANY.

The manufacturers of the Star bicycle have not yet made public, through the press, their plan for 1885, but they report many improvements made during the past few years, and the best of them will be assembled for the special machines.

The history of the Star would be brief as to years, but very rapid as to its progress since its first advent among us at the Boston Meet, in May, 1881. The main principles of the Star were embodied in those first machines, but nearly every piece of their mechanism has been changed and improved in construction. The framing is now made in solid halves, and is one of the best of forgings. For racing, the projecting ends are made hollow. The wheels have new styles of rim and rubber to correspond. The spokes are double but-ended, solid drawn and headed hot, and screwed into case-hardened nuts, which are encased within the hub in a manner so that they will not turn when tightening the spokes, and at the same time these nuts can move radially in the hub to accommodate any action due to the suspension feature of the wheel. The inner end of the hub spring is now hooked to a safety collar, which is provided with a number of

notches, and the tension of the spring may be increased by simply turning the hub box backwards, etc. Notwithstanding the many added improvements, the original low prices of the Star have been maintained, although, we are informed, at no profit to the manufacturers, as yet. Besides the improvements mentioned, they have made others, for which an extra charge is made, and this brings us to some classification of the machine. The American Star bicycle, which is the machine of 1884, with the improvements named. In this machine the gravity pawls are retained, and the casing on the steering bar and coil spring over the little wheel are also adhered to; these three features being distinctive of this class of machine. The following extras are frequently added to the machine: Hollow levers, cones to levers, cones or ball bearings to front wheel, power traps, rocking pedals, etc.

The next style of machine might be termed a "Semi-Star Racer," and is the style used on the track during 1884 by the Smithville boys. In some cases the framing was hollow, and the machine is made with the silent ratchet (Kelley's patent), that is positive in its action, and may be applied so that the machine can be run backwards; and the machine is preferably made with hollow levers, with cones at hinged ends, and cones or balls to front wheel. A distinctive feature of this machine is that the spring and jacket over little wheel and steering rod are omitted, and the handle-bar dropped to a more convenient position for the hands. The saddle support may be a hood or spring, as desired, and the machine being designed for a smooth track, is made lighter than the regular, or American Star.

We then come to what may be termed the Special Star Roadster. This machine is on the lines of the Semi-Star Racer, and has the Kelly patent silent clutch, and other improvements noted, and has also an oscillating spring to the front end of the support, to provide for any fore and aft motion due to the front wheel following the inequalities of the ground.

This machine is adapted for road service, and is made strong enough to meet such requirements. It can of course, be made nearly as light as the Semi-Racer, and with a good, elastic spring, is perhaps the most comfortable machine for all purposes.

The fourth, and last, might be termed the Star Racer, if made light enough, but, thus far, they have not been able to bring the weight of a 54-inch machine much below forty pounds. The wheels are preferably made with hollow rims, light, tangential spokes, and solid steel hubs, silent ratchets, hollow framing, hollow levers, cones, etc.

The machines are made quite rigid, and the manufacturers are confident that some will make good time on them. They are also trying roller bearings and other experiments, which will be made public

in the BICYCLING WORLD in due time. It might be added that the Semi-Racing Stars of 1884 weighed about one pound to the inch diameter, and, considering the weights, good time was made. Frazier's mile at Hartford was made in 2.42, and Weber captured the three-mile record at Springfield in 8.50½; also, Powell, who had not previously beaten 3.40, with an ordinary Star, made a mile at Springfield in 2.43½ on a Semi-Racing Star. We may have occasion to give some further description of the silent ratchet, and other improvements at some future time. The manufacturers report about one thousand Stars on hand, with greatly increased facilities to meet any reasonable demand. The orders for machines during the last week averaged about fifteen a day, and the prospects for a large trade were never better.

OTHER DEALERS.

In giving the outlook for the year, we have generally confined ourselves to the promises of manufacturers and importers regarding wheels alone, but there is a growing industry, akin to wheel manufacture, which furnishes the accessories and sundries necessary to those who ride. Though we cannot devote much space to improvements in the way of accessories, we cannot entirely overlook the field, nor can we forbear speaking a word for the new distributing depots that have been established. Those who have been kind enough to furnish full particulars of new sundries will excuse us if we prefer to make them the basis of future articles.

Down in New Jersey, at Newark, is located the young and pushing firm of ZACHARIAS & SMITH. Last year they gave us several accessories, made principally for the Star, but easily adapted to other machines. These were a lamp, luggage carrier, and tool-bag. They will be improved for the coming season, and the price will be reduced. They promise us, this year, a touring-bag, a new brake, a new handle bar, a new step, and a new spring, all for the Star. These will be placed on the machines made for them by the H. B. Smith Company, and we promise full details later.

HILL & TOLMAN will bring out a new bell for tricycles that they claim will be as popular as their automatic alarm. It is operated by pulling a rubber ring at the end of a chain, which sets the mechanism in motion, and gives several loud and distinct blows on a gong. They will also put upon the market two styles of stop bells, which will be simple, effective, and free from rattle. These will be low in price, but will be well made.

W. W. STALL has succeeded to Stall & Burt. He will be the Boston representative for the Star, and will carry a good line of sundries. There has always been a demand for an opportunity to hire tricycles and bicycles for a short or longer time, and this demand Mr. Stall will try and supply.

IN New York, GEO. R. BIDWELL &



Co. bid fair to have the cream of the trade, as they have already the leading place in the hearts of New York wheelmen. Mr. Schuyler has retired from the trade, and the bulk of his purchasers will look to Messrs. Bidwell & Co. for their supplies. They will carry a full line of Columbias, and other wheels.

IN Philadelphia, Mr. GEO. D. GIDEON has entered the field as the representative of Stoddard, Lovering & Co., of Boston. As the ex-champion is a great favorite in Philadelphia, and as he has the assistance of Mr. A. G. Powell as manager, we may look for a deal of business to drift in his direction.

MR. H. B. HART will still continue to represent the Pope Manufacturing Company in Philadelphia, and will push to the front his popular bell, which has been much improved in construction and sells, at prices from fifty cents upward to \$1.25. He will also have an oil can (recently patented), so made that the stopper is hinged to the spout to prevent loss; a lantern running on metal bearings, with a spring and worm screw adjustment, which makes a perfect fit to the axle, and having a new method of attaching the reflector, and a new device for opening the side light to light the lamp; and a floor stand and wall bracket for bicycles, intended to be used in stores and club-houses, which is very neat and inexpensive.

THE JOHN WILKINSON COMPANY, of Chicago, are not quite ready to say what they intend to do out of the common cause, but expect a good year for business.

THE BUTCHER CYCLOMETER COMPANY have improved their cyclometer, removed some of the troublesome springs, and now have an instrument that is thoroughly reliable. They will also push the Butcher bell, which came out late last season.

THE NEW YORK TOY COMPANY will continue their popular saddle, which is a favorite in the market.

BULL & HAYNES, of Buffalo, N. Y., have given us the Buffalo Tool-bag, the American Saddle, and several novelties in the way of accessories. They have not fully made arrangements for the coming season, but hope to announce their intentions soon. In Mr. E. N. Bowen they have a mechanic and inventor of rare ability, and we may look for more good things from him.

THE LILLIBRIDGE SADDLE will be improved the coming season, and the safety handle-bar will be made lighter. Of these we shall give particulars later.

In conclusion, we wish to say that we have taken some pains to collect the above information, and trust we have not overestimated its value. We desire to thank our readers and advertisers for the very generous support they have given the WORLD, and to assure them that our most earnest efforts will be in their behalf. We wish every wheelman

a pleasant and enjoyable season's riding, and every dealer, maker, and agent a most prosperous year.

### CORRESPONDENCE

*[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]*

#### Safety Bicycles.

*Editor Bicycling World:*—The articles appearing in your issue of 9 January, contains many misleading statements, and as several of them have reference to myself and a safety bicycle, with which my name is associated, I hope you will grant me space for a few comments. The writer begins by making fun of a man who has sent him a sketch of a proposed new safety. A little further on he dilates upon the *invention* of the Facile! Invention, indeed! What invention can there be in adding a pair of reciprocating pedal levers to a boy's bicycle, or in other words, substituting the direct pedal crank (by which Col. Pope has made his pile) for the knife grinding motion of thirty years ago. In England we are accustomed to think of Americans generally as born inventors, but here we have the spectacle of an American expert writing an essay in which he refers—as it were—to the invention of a piece of wood.

Now as to the writer's inference that the Kangaroo is old, and by clever management I have made a sensation with it, and that I have claimed to be the pioneer of safety bicycle era, and so forth, allow me to say that I have not the slightest ambition to pose either as an inventor or a pioneer. Your correspondent, or the safety bicycle makers for whom he is agent, are welcome to all the honor and glory appertaining to such; for myself I am content with having "struck it" for my firm (Hillman, Herbert & Cooper) with a machine which the public have "gone for" to such an extent that all the makers on this side, are making a more or less servile imitation of it. Fortunately the governments of England and the United States have granted my firm patents which cover certain parts of, and these are in my opinion vital to the efficiency of a bicycle built on the lines of the Kangaroo. W. HILLMAN.

COVENTRY, ENGL., 28 January, 1885.

#### Singer's Safety.

*Editor Bicycling World:*—In your issue of 23 January, just to hand, we notice a page of illustrations of "Safety Bicycles New and Old," and among the engravings is one marked "The Challenge." We beg to inform you that this should be called "The Safety," it being the representation of a bicycle made by us in 1877, bearing that name. The *Challenge Safety*

has only been introduced by us *this year*, and is quite a different thing. We send you list of our 1885 cycles, in which you will find description, etc., and we trust that you will put this matter right, as it is at present calculated to damage our "Challenge Safety."

SINGER & CO.

COVENTRY, 2 February, 1885.

[We are glad to make this correction, though we would say that the machine depicted as the Challenge was an old machine invented by Lawson, and called the "Safety." The "Challenge" safety is quite a different machine, and we shall make the amende honorable by presenting as soon as possible a cut of the new Challenge safety.—ED.]

#### The Stanley Show.

*Specially reported for the BICYCLING WORLD by FAED.*

THE eighth annual exhibition of the Stanley Cycling Club—erewhile the Stanley Bicycle Club—took place on 28, 29, 30, and 31 January, and 2 and 3 February, 1885. The history of the "Stanley Show," as it is familiarly termed, is one long tale of success. Commencing as a semi-private display of bicycles in connection with a smoking concert, it has annually grown to so vast an extent that increased accommodation has been required on each successive occasion, the climax being reached in 1884, when the Floral Hall at Covent Garden Theatre was all too crowded for the huge display. This year the Stanley Cycle Club made a novel move; being unable to secure the use of any adequate hall in a suitably central part of London, the club contracted with Piggotts—a firm of contractors for tent and decoration work—to erect a gigantic marquee, with a level boarded floor, on a piece of land abutting on to the Victoria Embankment of the river Thames, close to the Blackfriars end, the spot being the only piece of vacant land of the size in or near the city precincts. It is in the district anciently called Alsatia, where the city of London gasworks stood recently; but with the march of rebuilding in London the site has been cleared for the erection of lofty buildings, pending which the Stanley Cycle Club secured the use of the ground for the occasion under notice.

The marquee is of an oblong shape, measuring four hundred and fifty feet by forty feet, the top being twenty-five feet high, with an annex at the Embankment, and by way of entrance hall. Crimson cloth and poles, and the flags and banners of all nations, decorate the interior, an elaborate series of gaslights being provided for evening use; and the shape and dimensions of the tent are admirably suited to the requirements of the show. For the first time on record, a distinctive name is given to the *venue*, "The Wheeleries" being its title. This may seem a trifle inexplicable to American readers, so I must explain that it originated in the popular nickname for the recent Health

exhibition at South Kensington, "The Healtheries" being the recognized title given to that exhibition, parodied evidently from the preceding years' "fisheries" exhibition; hence "The Wheeleries."

Hitherto the Stanley show has been patronized by practically all the makers of bicycles and tricycles, who found that it was the best means of advertising their goods; but last year the increase of opposition shows, organized in imitation of the Stanley, led the trade to seriously consider the drawbacks incidental to being compelled—by competition—to exhibit at all such affairs; and therefore a large number of the leading firms formed a committee and resolved not to exhibit their goods at any such show in London during 1885; a round-robin to this effect being signed, matters looked black for the club and its patrons; but there were still a goodly number of firms holding aloof from the malcontented clique, and the Stanley Club determined to hold their exhibition as usual. The result justifies the expectation that the public would support the club, and comparatively few important makes of wheels are unrepresented at "The Wheeleries," several agents supplying the gaps by exhibiting machines made by the absentees. Still, there undoubtedly is an incompleteness in this year's exhibition, and visitors find a paucity of novelty. Doubtless the Speedwell Club's exhibition, to be opened at Birmingham two days after "The Wheeleries" closes, will reap the benefit, and the Midland counties riders will enjoy what has been denied the Metropolitanists.

The familiar red cloth-covered stands were ranged in rows along the whole length of the marquee, one row around each side and a double row in the middle, so that there were two gangways for visitors to pass along. The side stands were broken here and there by raised stalls for the sale of sundry accessories, and the top end was occupied by canvas tents devoted to the club, the overseer of firemen, the office the C. T. C. and N. C. U., and an enterprising patent-agent, in addition to which was a large refreshment counter. Druggets were laid all over the boards, and the *tout ensemble* of the whole was very imposing.

Of the exhibits themselves, the chief novelties were expected to consist of tandem tricycles and "safety" bicycles, and the event has justified the anticipation. Ordinary bicycles present practically no alterations, but there are several new front-steering tricycles, in obvious imitation of the Crippler, steering in a fashion similar to the American Star bicycle. John Keen's water-cycle is perhaps the one which attracts most attention. The action is patented, apparently, but the general plan appears to be identical with the American marine bicycle, which I have read of. Whilst (I understand) the American machine works by means of screw propellers, Keen's is

made to travel by two paddles, or floats. To imagine the whole concern, conceive a pair of long, narrow canoes, canvas-decked all over, placed about a yard apart, parallel to each other. Two arches of iron tubing connect the two, and a central tube joins the two arches, supporting a vertical tube having a handle bar at its top extremity. A saddle is mounted on this vertical tube, in the style of a Home Trainer, and treadles are cranked on at a suitable point beneath, clearing the water by a foot or more. Cranked connecting-rods are so arranged in conjunction with two paddles or floats, that, as a treadle goes downward, the float in connection with it travels from fore to aft in the water, commencing and finishing with a slight feathering motion. Each canoe has a rudder, actuated by wire cords passing over a grooved pulley on the handle-bar. On this machine Keen has been making some very fast experimental trips, beating the best time recorded by scullers, and on the opening day of the show he rode it down the Thames from Ditton to the Temple Pier, against a very strong gale of wind. He also exhibited it on the river near "The Wheeleries" several times during the time the show was open.

Up in a corner at the top end of the tent, a display of "record-holding" machines was set out. There were three Humber racing tricycles, newly done up, ridden by Liles, Corsellis, and Webb; Hillier's Humber racing bicycle, Adams's Facile, Nixon's Imperial Club tricycle, and the Invincible tandem tricycle, on which Brown and Smith made records.

Turning now to a description of the ordinary exhibits, I will classify them according to style, commencing with the orthodox bicycle, then referring to the dwarf bicycles generally misnamed "safeties," and so passing on to tricycles of all kinds, and concluding with notable novelties in accessories.

#### BICYCLES.

As before remarked, there were very few high bicycles of note. Of the roadsters, perhaps a well-worn Regent attracted most attention, by virtue of an announcement that upon it Mr. Jones, of the Haverstock Cycling Club, rode upwards of 8,000 miles during 1884. It was fitted with Trigwell's ball bearing head, which seemed quite rigid after its long journeying. M. D. Rucker showed some fine roadsters, and the Surrey Machinist Company, Limited, had an imposing display of their stanch light roadsters, in addition to some beautiful racers, a 56-incher being destined for H. A. Speechley, one-mile champion of 1884, a 57-incher built for C. S. Wadey, the Eastbourne crack, whose upright riding is so admirable, and a 58-incher built for E. M. Mayes, who is looked upon as one of the likeliest aspirants to championship honors this year. The Royal Mail and the Sanspareil racers, both of which are familiar to Americans, were exhibited, as well as roadsters of the same make; and

the St. George's Engineering Company, and Thomas Smith & Sons sought favor with some neat looking racers on the same lines as the Sanspareil, one being built for S. T. Clark & Co., of Baltimore. W. Travers, himself one of the Crystal Palace crack sprinters, had a couple of beautiful racers, one of which was fitted with a nickel plated racing saddle, devoid of leather covering, and gimlet shaped, cork handles. Carver, of Nottingham, brought out his hollow spoke roadster bicycle, which attained much celebrity several years ago; and Gay offered some cheap roadsters, called Ye Griffin, at £8. 8s. *od.* Finally, Devey, "the only good cheap maker," showed us what a wonderfully stout-looking bicycle he can make for £4. 10s. *od.*

#### DWARF BICYCLES.

After what Mr. Wilcox has been telling your readers concerning safety bicycles, I need scarcely dwell upon the principles governing the dwarf wheels, which are now coming so prominently forward, but will describe the points of divergence in those exhibited at "The Wheeleries," starting on the assumption that the general plans of the Kangaroo and Rudge are well known. The dwarf wheel class must be sub-divided into those of the Kangaroo and American Star type, quite a number of miniature Stars, having rotary motion, being now in the market.

Of the former class, No. 1 in the catalogue is the Invincible, by the Surrey Machinists Company, almost a copy of the Rudge, but with neater and lighter chains and pulleys, extra long crank bearings (balls), and handle bar in two pieces, screwed to the lug by removable nuts, cradle springs, 38-inch driving wheel, scaling thirty-eight pounds complete.

Of other machines in this class there were many copies of the Rudge, itself a modification of the Kangaroo, the points of departure from Rudge's pattern being noted hereunder.

Devey & Co. offer the cheapest of the lot, only £12 being asked for their close copy. It has curved handles, scroll-tail flat spring, 38-inch driver, and 16-inch trailing wheel.

The Royal Mail racer wheels are 38-inch and 18-inch, with direct spokes to both roadster and racer, road wheels being 40-inch and 20-inch. The spring slides in a tail-clip, and the crank bearings are adjusted in a novel fashion, the bearing proper being eccentrically mounted in a larger case, so that when the chain becomes loose the eccentric turns around, tightening up the chain.

The Globe wheels are 36-inch and 16-inch, with Morgan's chains, and a flat spring bolted in front, and with a combination of scroll and shackle at the tail.

T. Smith & Sons' machine has 36-inch and 18-inch laced wheels, or direct spokes at purchasers' preference. The handle-bar is peculiar, being a straight 28-inch



hollow bar, to the ends of which horn grips (tricycle spade handle shape) are secured at right angles by a split lug. These grips are adjustable vertically to any desired angle. Humber pattern chains are used, and the tail of the flat spring rests on a spiral spring.

Starley Brothers—hitherto makers of tricycles only—use 36-inch and 16-inch wheels, with very wide bayonet hollow forks, open head, Sheffield case ball bearings, each chain pulley having two bearings to increase its rigidity, Morgan's chains, and cradle spring.

Taylor's speed and power is a 42-inch and 20-inch wheeled machine, of novel design. The fork curves backwards, below the bearing, and carries clutch boxes, which serve also as chain wheels. Ordinary crank motion gears the driving wheel up for speed, but for power the cranks are left alone, and the rider puts his feet on levers which spring out from the clutch boxes, thus gaining lever motion, and considerable power, at the sacrifice of speed.

Taylor's No. 2, wheels are 42-inch and 20-inch, with an upright fork some 2 1/2 inches behind the axle. The rigid crank on the driving wheel axle is connected to a flat rod, whose extremity slides up and down the fork end. On this rod the pedals are bolted, so that the wheel is driven level by a short elliptical motion.

The Model has 36-inch and 20-inch wheels, with very long crank bearings.

The Regent wheels are 40-inch and 16-inch, and each of the chain pulleys is supported by two of Bown's bearings, one on each side of the pulley. Dropped handle-bar, gimlet handles, scroll tail flat spring, direct spokes, Morgan's chains.

The Sterling is a very peculiar arrangement, with 36-inch and 16-inch wheels, scroll tail spring, and open head. Instead of chains, it works by means of four toothed wheels, two on each side of the axle, so that the treadles work in the reverse way to the direction of the wheel. The idea, as in the Sterling tricycle, is that back-treading action brings the direct resistance under the rider; but how the peculiar motion of the feet will affect the balance of this machine is doubtful.

Rucker uses 38, or 36, and 20-inch wheels, with long crank bearings and cranks scored in five positions across the slots. Guards protect the tops of the chains from falling mud. In addition to the single machine, two doubles were shown. The first consisted merely of two singles, with their backbones and back wheels removed, joined by a Rucker tandem bar. The other was a startling novelty, being a bicycle for two riders: each fork leg divides like the letter Y reversed, so A, one end carrying one pair of cranks, pulleys, and chains, the other end a duplicate pair. On to the front of the head, a short spring is bolted, carrying a saddle, and the ordinary saddle and cradle spring are put farther back than usual. Thus the ordinary rider sits behind the handle bar and drives his

cranks, and another rider sits in front of the handle bar and drives the supplementary cranks, both pairs of cranks gearing up the small driving wheel by chains. Short straight handle-bars screw on to the ends of the ordinary bar, going forward for the front rider to hold on by, and it is claimed that the balance and steering are facilitated and steadied by the extra rider. Rucker also calculates that this machine will be as much faster than the single dwarf as the Humber tandem tricycle is faster than the Humber single tricycle.

Both the Rudge and the Kangaroo were exhibited by agents in their standard styles, which have, I believe, already been described in the WORLD.

Of Star pattern dwarf bicycles, the following were shown:—

The Devon swing-frame bicycle. This resembles the Star more than any other, but his rotary action and an adaptation of F. Warner Jones's swing-frame, which has been so successful as applied to hill-climbing tricycles. The rear driving wheel is 40 inches, and the front steerer 16 inches. These are connected by a triangular frame formed of horizontal fork and tube, diagonal fork, and diagonal steering-post. The saddle is mounted atop of a vertical fork, which pivots on the ends of the driving wheel axle, and below the axle this fork curves forward to carry the cranks and chain pulleys.

The top of this pivoting fork is joined to the rigid frame by a quadrant-shaped rack, with teeth allowing it to be adjusted in eleven positions, either position being maintained by a vertical bolt, sliding behind the steering-post, which gears into the teeth of the quadrant rack. Thus it will be seen that the swing frame enables the rider to rake his position forward or backward at will, to accommodate gradients.

The Pioneer is a 30-inch and 20-inch wheeled machine, with + frame and diagonal steering post, laced wheels, one chain, and Bown bearings all over; the steering being steadied by two small spiral springs on a short arm in front of the steering post.

The "B. S. A." (Birmingham Small Arms Company) typifies another modification of the Star pattern. A 20-inch steering wheel is in front, and a 32-inch driver behind, with + frame. The upright steering post is connected to the head of the upright steering fork by two bridle rods. This style requires only one chain, and both wheels are covered by splash guards. The handle-bar can be unshipped so as to lie flat against a wall.

Spence & Phillips showed a similar machine to the foregoing, but with two chains, and the addition of the crank shaft being mounted at the bottom end of the steering post, so that the feet assist the hands in steering. It is not in the market yet, the patent being for disposal.

Tabor's Antelope is one of the prettiest of the dwarfs. The front steering wheel is 20-inch, and the rear-driving wheel 36-inch. From the upright steer-

ing fork a horizontal tube goes back to join the horizontal fork of the rear wheel. At the junction, a vertical tube carries the saddle and cranks, one chain driving. In place of a handle-bar in front of the rider, a handle-bar shaped like a capital U in plan, is secured behind the saddle, so that the ends curve round on either side of the rider. Toe-rests on the front feet enable the rider to start the machine by pushing one foot against the ground, and to mount. The steering-post is connected to the steering-fork by bridle rods. The front is quite open, so that the rider can jump out clear of the machine upon emergency.

The Otto Cycle Company exhibited a Kangaroo, to which they had fitted their wavy spokes, and two Otto cycles. I noticed a remark in the WORLD recently, by Mr. Wilcox, to the effect that the Otto had "quite gone out." This was a mistake. The Otto is ridden now, I believe, as much as ever. The new wavy spokes of this firm are designed to lessen vibration. I shall have more to say of them at a future time, when I have practically put them to the test.

Two ordinary Faciles were shown by an agent. I need not describe them to you.

A Sun and Planet bicycle, forerunner of the Kangaroo, was fitted with 42-inch and 18-inch wheels, geared up by Sun-and-Planet cog-wheel motion. The cranks had each three holes, tapped for the screwing in of the threaded pedal pins, thus doing away with nuts and narrowing the tread.

The Rover was a very peculiar novelty. A 36-inch steering wheel goes in front, and a 30-inch driver behind. A vertical fork rises over the front wheel, and a Stanley-head backbone follows the wheel to about 18 inches above the ground, where it curves back and joins the horizontal fork of the back wheel, carrying, midway between the two wheels, the cranks and one chain. On the backbone, some 15 inches behind the steering head, a short vertical steering post supports the handle-bar, bridle rods communicating the motion to the large front steering wheel. The saddle is mounted on a cradle spring, sliding on a horizontal rod supported by the steering post, and additionally supported at its rear by two light rods from the rear axle. The idea appears to be that with such a large front steering wheel most of the vibration will be overcome.

I have described these machines at some length in order that your readers may be able to gain an idea of the latest patterns in the now popular form of dwarf bicycles.

Turning to the tricycles, I must compress novelties into less space. Loop-frame front steerers exhibit but few alterations, and are fast being replaced by central-geared front steerers, Humber patterns, and Crimper patterns.

Central-geared front-steering tricycles with the T frame, either straight or with curved down forearm, are very numerous,

the Surrey Machinists' Company's Invincible, the Rucker, Weston, Cunard, Quadrant, Rudge, Caroché, and Salvo being all very much alike, varied only by the different details adopted by the firms making them. The Quadrant is a noteworthy exception, having a 26-inch steering wheel without a fork, turning in the "Quadrant-bearing" rigid frame; these bearings are improved by an automatic arrangement of hinged quadrants for taking up the wear. The new No. 8 and No. 9 Quadrant roadsters are among the very lightest machines, and perhaps lighter than any other equally rigid tricycles.

Of Crimper pattern machines there is a great increase. These are central-geared front steerers with bicycle pattern handle-bars to steer with, a la Star bicycle, and for expert tricyclists, they are very fast and comfortable. The Humber Crimper has been closely imitated by Carver, and, with greater variation, by the Invincible makers, and many others, including the Quadrant, Rucker, Pioneer, and others. In some cases the steering post is quite vertical instead of diagonal, and the connection with the steering fork is by means of bridle rods. Rear-steering singles are almost obsolete. The best of them last year was the Rover, but this year the Globe Leni seems a very promising make. It resembles a front-steering loop-framed tricycle turned round, the saddle being mounted on a continuation of the steering wheel's backbone.

Townsend, of Coventry, carries all before him with various miniature tricycles for juveniles, ranging in price from £4 10s. up to £12. These are not toys, but really sound machines, thoroughly trustworthy for boys and girls.

The tandems and socials are so numerous that I must refer you to the descriptions in the *Tricyclist*, time not permitting me to deal with them before the mail leaves.

#### ACCESSORIES.

A fairly large number of factors and agents occupied stalls for the sale of saddles, lamps, and the like, chief among the novelties being the following:—

The famed cradle springs were shown in two new varieties; one for bicycles and Humber-pattern tricycles, having the ends of the wire sliding in swivel joints, allowing greater vertical play but less side play than before; the other, for tricycles only, rotating from side to side a trifle, so as to allow the peak of the saddle to turn alternately from one side to the other as the pressure on the saddle is shifted from side to side. The prices of all the cradle springs are now reduced to half a guinea each.

Nagel & Co. introduced a "laced saddle," somewhat resembling the American strap-saddle. It is built on the "long-distance" principle, but in place of one piece of leather it is formed of two pieces, not meeting, laced together by stout leather thongs, so that the tension can be adjusted to any extent.

Fisher & Co.'s "long distance" lamp provides a very large reservoir for the oil, situated partly in the back of the lamp. This firm have also adopted Bidwell's tire heater, through seeing the advertisement in the BICYCLING WORLD.

The long expected electrical lamps for cycles was in action in Webster's stall, but two and a half candle power is scarcely adequate result for a trouble-some battery.

Hill climbing tricyclists are asked to pin their faith upon a new aid to mounting steep ascents. Mr. F. Warner Jones, inventor of the swing frame tricycle, having patented a collapsible rod, with india-rubber handle at one end, designed to fasten round and fold over the forearm of a front steering tricycle. When not climbing, the rod folds down out of the way, but when a steep hill is encountered the tricyclist can lift up the rod and pull at it with his left hand, the right hand retaining the steering.

Tricycle jacks, on the model of those used by stablemen for cleaning carts and carriages, were shown by Cramp, the end of the jack lever being clothed with india rubber to prevent scratches on the paint of the tricycle.

The Crypto-Dynamic two-speed gearing was shown in action on several tricycles of different pattern, including a Humber tandem; and in one instance the two-speed gear was combined with the balance gear in one case. Whatever may be said about the numerous other speed and power gearings, the Crypto stands the test of practical use.

In oil lamps for the wheel Dearlove one of the principal agents, showed three improvements. The King of the Road head-lamp has sometimes shown a tendency to jump off its bracket; but by using a screw-up socket, lined with rubber, the lamp can now be securely fastened to the smoothest bracket. The side-lights of the lamp are changed, too; in place of red glasses, very thick glasses are fitted so as to stand out beyond the body of the lamp, showing a white light at the sides, front, and back, simultaneously. A hub lamp has a cyclometer fitted on top of its barrel with the face upwards, so that it can be read from the saddle of a bicycle; the cyclometer is actuated by means of a small toothed wheel which projects from its side into the barrel of the lamp, where a steel collar, to be screwed round the axle of the bicycle, gears into it by means of a worm. Dearlove introduced Lucas's patent oiler, the spout of which has a tap to open and shut the orifice, abolishing the necessity for a cap over the spout; it also contains a spring, inside the body of the oiler, which assists the spring sides of the tin in expanding outward after the pressure is removed, thus making the tin more durable.

Another agent, W. J. Pile, brought out Vaughton's patent badges, consisting of designs printed upon a kind of transparent paper resembling gold beater's skin, to be attached to the lamp glass of

the night riding cyclist, so that passers by may know what club he belongs to.

In bells nothing new was shown, excepting an improved "Big Ben" gong, to which a solid thumb-piece was provided in place of a bent wire; and a vibrating spring carried a knob, released by a catch, so that the gong can be used when desired as a continuously ringing bell as well as a single stroke alarm.

#### CURRENTS CALAMO

HARRY ETHERINGTON, the editor of *The Wheelman*, announces his intention of visiting the States in the Fall. He will take in Springfield.

THERE is a bill before the Indiana Legislature to prohibit the riding of bicycles on the public highways. The Indiana wheelmen have a duty to perform.

THE large bicycle that Albin brought to this country, and which was purchased by Richard Garvey, of St. Louis, and exhibited at Springfield in 1883, is being used by a trick rider in the West.

THE following table was compiled from the L. A. W. mail lists, and gives the exact number of League members in the most prominent cities: New York, 272; Philadelphia, 247; Baltimore, 165; Boston, 161; Brooklyn, 156; Chicago, 125; Newark, 91; Cleveland, 91; Buffalo, 73; New Haven, 60; Washington, 52; Cincinnati, 51; Hartford, 50; Elizabeth, 48.

THE annual business meeting and banquet of the American Division of the C. T. C. will be held at the "Stillman," Cleveland, Ohio, on 18 and 19 May, 1885. All members of the division are urged to be present, if possible, as there will be important business for them to act upon.

IT is reported that Thomas Stevens, the wheelman who rode from San Francisco to Boston, is shortly to attempt a feat of the same kind in New Zealand. His book is about ready for the market.

WITH the issue of April, *Outing and the Wheelman*, will be enlarged by the addition of fifty pages; a new cover will be adopted, and many other important improvements will be made. The price will be increased to twenty-five cents a copy, or \$3.75 a year. The title will be abbreviated to *Outing*.

THE mother of Col. Albert A. Pope died on Monday of last week, and business was suspended by the Pope Manufacturing Company on Friday, the day of the funeral. The Colonel will have the sympathy of all wheelmen in his affliction.

GEORGE H. NOYES, for the past two years and a half manager of the printing department of the Springfield Printing Company, has severed his connection with that company. Henry E. Duckert is now superintendent of both the printing and binding departments.

#### Trade Notes.

WM. G. BIRD & Co. have made arrangements with the Pope Manufacturing Company to sell their machines on the



installment plan. They have established themselves at 216 Washington Street, and will sell on easy terms of payments. They will also buy and sell second-hand wheels.

STAR riders are requested to send stamp to Zacharias & Smith for their new illustrated catalogue for 1885.

JOHN WOOD, JR., of Beverly, makes a specialty of building machines. He has just completed a bicycle for the Martel Family, who will travel with Barnum's Circus the coming season. It will be ridden by a little girl five years old, and it has a 22-inch large wheel, an 8-inch small wheel, and weighs fourteen pounds.

WM. C. SCRIBNER, of Washington, D. C., has resumed business at the old stand.

MR. W. S. BULL, of the firm of Bull & Haynes, Buffalo, was in town last week.

THE Pope Manufacturing Company will open a branch house at 179 Michigan Avenue, Chicago, Ill.

ONE of the local manufacturers is working up a model for a safety bicycle, to be somewhat after the Star pattern, but to be driven by a chain, and to have a two-speed gear.

THE Pope Manufacturing Company distributed several thousand valentines on the 14th. It was pretty in design and finish, and was a chromo in twelve colors, after a painting by Copeland. A poem on the back described the picture.

A TRICYCLE has been patented by Mr. Carl G. E. Hennig, of Paterson, N. J. Combined with four pairs of treadles are two rocking-arms connected to the cranks of the axles by rods, two pairs of said treadles being connected to the axle, and the two other pairs of said treadles being connected to a tube arranged upon the axle, with other novel features.

OUR old friend, L. H. Johnson, whose communications on cycling subjects have appeared in the pages of the WORLD for several years, over the *nom de plume* "Ixion," will open a salesroom in Orange, N. J., on 1 March. He has the agency for all the leading manufacturers and importers, and will carry a line of first-class goods only. His advertisement will appear next week.

THE bicycle agency, salesroom, etc., for East Orange, N. J., spoken of last week, is somewhat uncertain. Mr. T. Hunt Sterry, of Brooklyn, has engaged one of Doane's very desirable new stores for a month's trial, but may not, after all, make the trial.

#### Recent Patents.

THE following list of patents, recently issued relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street, Boston:—

No. 311,687. Fremont Swain, Indianapolis, Ind. Bicycle. An adjustable back-bone or connecting bar for tandem bicycles.

No. 311,803. George E. Blackham, Dunkirk, N. Y., assignor of two thirds to Bull and Haynes and E. N. Bowen, Buffalo, N. Y. Bicycle wheel.

311,862. Christian Wunsch, Camden, N. J. Ice velocipede.

312,147. F. E. Mills, Pittsburg, Pa., assignor of one half to Wm. McMahon. Monocycle.

312,219. Charles E. Pratt, Boston, Mass., assignor to the Pope Manufacturing Company. Velocipede saddle.

#### RACING NEWS

GRANT BELL, of Minneapolis, Minn., is out with a challenge directed to prominent riders to establish the championship of the Northwest.

THE St. Louis Ramblers are arranging for a race meeting, 23 May, at the Fair Grounds, the object being to try issues with the Chicago boys. St. Louis cyclists are not satisfied with their Christmas defeat in Chicago, and are anxious to turn the tables on their opponents, and now that C. E. Stone is reinstated, they regard victory as assured. The ardor of the local wheelmen, however, has been considerably cooled at the start by the announcement from the Fair Association that it will take \$300 to secure the Fair Grounds during that necessary Saturday afternoon.

THE Kings County Wheelmen tournament and race meeting, takes place next Wednesday evening the 25th inst. Many interesting events are on the programme. The one-mile scratch race, open, promises to be of unusual interest, as also does the seventy-five yard slow race. The best of riders are entered in both these races, of both the Ordinary and Star bicycle, and we believe the Ordinary riders will push these races to their utmost, to demonstrate at least that their wheels are equal to the Star on small tracks. The Brooklyn Roller Skating Rink is patronized by the best class of people, and a very satisfactory audience in many ways is anticipated. It can be reached from Grand and Roosevelt-street ferries, by the Nostrand-avenue cars, and from Fulton Ferry by the Fulton-avenue line. Delegations from the Long Island Wheelmen, Hudson County Wheelmen, and other clubs will take part in the parade, and representatives from the Citizens', Ixions, Brooklyn's, Bedford Cycling, Brooklyn Wanderers, and other clubs will be in attendance and a good time is promised all.

#### WHEEL CLUB DOINGS

THE Chicago Bicycle Club has adopted a black uniform, but its members are recommended to wear the League uniform for touring.

THE Citizens' Bicycle Club of New York, held its annual reunion dinner at the Grand Union Hotel, last Friday even-

ing. Dr. Beckwith presided. Gen. Viele, of the Park Commission, was present as a guest.

EARLY in March is the time now set for the formal opening of the Massachusetts' club-house.

THE Lynn Cycle Club held its annual ball and tournament Friday evening last. During the early evening there was an exhibition of fancy riding by Thos. Finley on a star, and F. E. Towler on a crank bicycle. Finley and Frazier played a match game of polo on Stars, which Finley won with ease. There was a race between Geo. E. Cain on a bicycle, who was handicapped one lap, and R. J. Henderson on skates. Henderson won. An obstacle race was one of the humorous features of the evening. Dancing followed the exhibition.

THE Charlestown Club have laid out a programme of rides, rambles, and runs for the coming season.

THE annual election of the Buffalo Bicycle Club, held 9 February, resulted as follows: President, J. E. Danelson, M. D.; vice-president, H. T. Addington; secretary, C. S. Butler; treasurer, J. O. Monroe; captain, Geo. Dakin; Executive committee, Dr. J. E. Danelson, George Dakin, C. S. Butler, J. O. Monroe, *ex-officio*; W. S. Bull, H. E. Choate, D. N. Milley, C. W. Adams, A. G. Mang; Trustees, J. E. Danelson, J. O. Monroe, C. S. Butler, F. F. Williams, D. N. Milley, A. R. Georger, C. F. Hotchkiss. The club decided to extend an invitation to the League to hold their annual meeting in Buffalo, on the 2 and 3 of July.

MR. A. H. MACOWEN has resigned the recording secretaryship of the Pennsylvania Bicycle Club. Appropos of the above we learn that the recording secretary of the L. A. W., who is also a member of the "Penna," has consented to add to his already manifold duties by taking the vacant position.

#### 'CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WESTON, *Chief Consul*, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—L. W. Conkling, 108 Wabash avenue, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

New Jersey.—L. H. Johnson, Orange, N. J.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—[Unless protest is received within ten days from date of this publication,

each of the following applicants are considered provisionally elected: Frank J. Williams, E. Broadway, South Boston, Mass.; Winslow Blanchard, Dorchester, Mass.; Geo. T. Snyder, 54 Fifth avenue, Cleveland, Ohio; F. H. Richardson, 18 Harris avenue, Jamaica Plain, Boston; O. F. Osters, 209 South Main street, St. Louis, Mo.; L. Parker, 711 Pine street, St. Louis, Mo.; W. E. Slason, Nat. Stock Yards, St. Clair County, Ill.; H. B. Hastings, 13 George street, Chelsea, Mass.; J. G. Peoli, 234 Broadway, N. Y. City.

APPOINTMENTS.—Headquarters for Orange, Mass., the Mansion House; headquarters for Petersham, Mass., the Petersham House; consul for Wilkesbarre, Pa., J. G. Carpenter; consul for Pittston, Pa., Ed. G. Mercur.

CORRECTION.—Consul for Wiconisco, Pa., should be John R. Engelbert.

##### Sign-Board Fund.

THE following subscriptions to the sign-board fund have been received by me:—

ABBIT BASSETT, *Treasurer*.

Previously acknowledged.....\$48.25

W. T. Fleming, Philadelphia.....5.00

Total.....\$53.25

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

JOHN O. BLAKE.—Regret that you are not ready. Send us news when you can.

B. B. AVERS.—Think your conclusion a wise one. It will suit all.

A. ELY.—Thanks. Keep papers. They will be valuable in time, and we may call on you for numbers.

M. B. DARE, Salem.—You probably have bundle by this time.

H. E. BIRDWELL.—We publish index every volume, six months. Have sent you the two latest.

#### MISCELLANEOUS.

ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

LYRA BICYCLICA.—FORTY POETS ON the Wheel, by J. G. DALTON. Very amusing raid on the sentimental poets, and the most peculiar and audacious humorous verse of the century, by the oldest of the earliest wheelmen in America. Cloth, 110 pp. Sent post paid for forty cents. E. C. HODGES & CO.

LEAGUE OF AMERICAN WHEELMEN.—Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

THE CRESCENT BICYCLE ROSE SUP-PORTER, with patent alligator clasp; the latest and best article of the kind; cyclists who are using this supporter will have no other; made in drab, white, pink, and blue web; sample pair mailed on receipt of fifty cents by WALTERS BROS., Prospect, N. Y.

GEO. D. GIDEON,

1539 RACE STREET,

PHILADELPHIA - - - PA.

Sole Agency in Philadelphia and Vicinity for the

IMPROVED **RUDGE** BICYCLES  
AND TRICYCLES.

Send for Catalogue. Any make of Machine furnished to order. Also,

BICYCLE RIFLES AND SHOT GUNS.

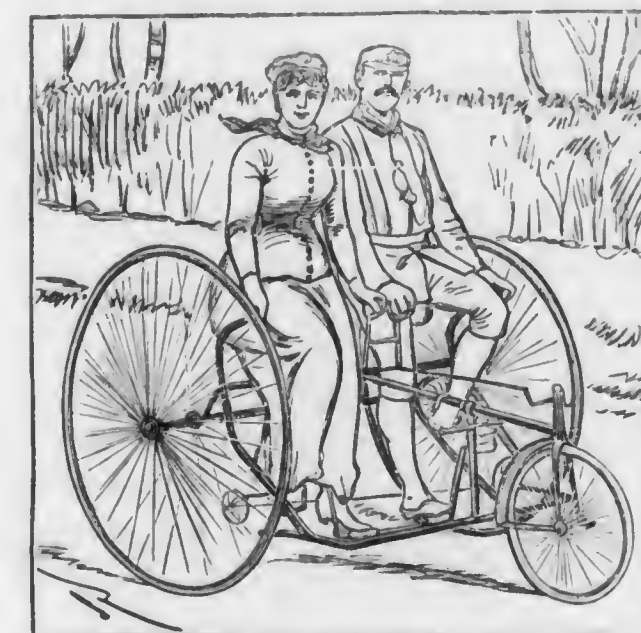
Just the thing for touring trips and sport along the road. Write for Circulars, and say what you want. P. O. Box 1108.

ABRAM G. POWELL, - - Manager.

THE CUNNINGHAM COMPANY,

ESTABLISHED 1877,

Importers and Manufacturers of



"On the Road."

TRICYCLES AND BICYCLES,  
Manufacturers' Institute, Huntington Avenue, Boston, Mass.

Visitors will find our new headquarters in Section B, Nos. 1, 2, 3, 4, 5 and 6 of the above immense building, where, with factory, offices and salesrooms all under one roof, we have ampler space and largely increased facilities for the prompt dispatch of business, and shall be glad to give our best attention to the orders of our customers, old and new.

Inquirers from a distance are reminded that they can obtain our two illustrated catalogues, descriptive of our "HARVARD SPECIAL" and our "YALE ROADSTER" Bicycles, and of our specialties in

SOCIABLES AND SINGLE TRICYCLES,

by sending a two-cent stamp for each or either catalogue to the above address.



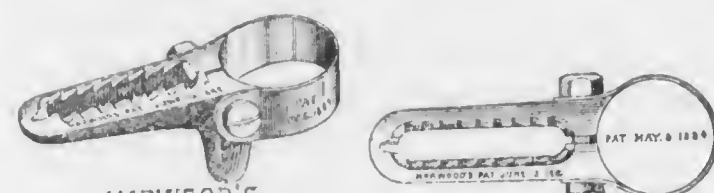
## NOTICE TO THE TRADE.

Every dealer in Bicycles or Sundries in the United States, who has not been in Correspondence with me or who is not now advertising in the wheel press, is requested to send me his business address.

JULIUS WILCOX,

15 PARK PLACE,

NEW YORK.



**HARWOOD'S**  
SAFETY BICYCLE STEP  
**Harwood's Detachable Safety Step,**

Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

G. F. HARWOOD,  
Dox 381.  
Worcester, Mass.

B. SCHULENKORF & SON,  
MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

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RUDGE,  
BRITISH CHALLENGE,  
— AND —  
ROYAL MAIL  
BICYCLE  
REPAIR WORKS,

8 and 10 Church Street,  
BOSTON, MASS.

We keep a large Stock of parts constantly on hand for the above machines.

HARRY D. HEDGER & CO.

## 'CYCLING LITERATURE.

WE have in stock, or will take orders for the following list of 'cycling literature and sundries. We will send these, postage paid, for the sums set against them. All goods sent at purchaser's risk. We will register them at the P. O. for the registry fee of ten cents:—

THE TRICYCLISTS' INDISPENSABLE for 1884, by Henry Sturme, describes some 250 machines, besides parts, accessories and novelties, 430 pages, 305 illustrations, \$1.12.

A. B. C. OF BICYCLING. — This little book is the best instructor for beginners yet published, twelve cents.

BICYCLE PRIMER. — A bicycle alphabet in rhyme. Illustrated, ten cents.

COURTESY ON TRAINING. — By Dr. H. L. Curtis, Ex-Champion of England. The best work on training, and specially adapted to bicyclists. 52 cents by mail.

TRICYCLING FOR LADIES, by Miss F. J. ERSKINE. — "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is not supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

BOUND VOLUMES OF THE WORLD, 1. to 1X, omitting Vol. II, which is out of print. A complete history of 'cycling in America, \$2.00 each. The set, \$11.

AMERICAN BICYCLING JOURNAL. — The first American 'cycling journal. Very rare. A few copies left, \$4.50 each.

THE TRICYCLE. — A treatise on the theoretical and practical construction of the tricycle, by F. Warner Jones. The different points are accepted or rejected according to the laws of mechanics, and a machine is finally constructed according to those possessing the greatest advantages, fifty cents.

PHOTOS OF THE NEWPORT, Boston, and Chicago meets of the L. A. W., fifty cents each.

COMMON SENSE BINDERS. — The best binder made. We have a special size for the WORLD, \$1.00.

BUGLE CALLS. — Adapted from the U. S. army calls for the use of wheelmen, five cents.

THE 'CYCLIST'. — The leading 'cycling publication of England, edited by Henry Sturme. To our subscribers, \$2.25 a year. To all others, \$2.50.

THE TRICYCLIST. — Edited by Geo. Lacy Hillier. To our subscribers, \$2.75. To all others, \$3.00.

GUIDE TO BICYCLING. — By Henry Sturme. Treats of the sport itself as distinct from machines. Learning to Ride, Touring, Training, Choice and Care of Machine, Clubs, etc. 53 cents by mail.

BICYCLE TACTICS. — By Capt. T. S. Miller. A complete Manual for Drill by Clubs. 20 cents. New edition now ready.

XMAS 'CYCLIST'. — "Our Camp." Beautifully illustrated and full of choice reading matter. By Fred Sturme, and a host of others. The illustrations are all germane to the text, and are vignettes "worth looking at." Nearly a hundred are profusely distributed throughout the book, in addition to three supplements. Price, 54 cents by mail.

XMAS WHEELING. — A New Annual, full of interesting and amusing reading. Nearly one hundred pages. 54 cents by mail.

COLUMBIA BICYCLES  
ON INSTALMENTS.

We have made arrangements to sell the Columbia Bicycle on weekly or monthly payments. Any one can now obtain a Bicycle with a small weekly outlay.

Send for full terms and particulars to

WM. G. BIRD & CO.,  
216 WASHINGTON STREET (Corner of State), BOSTON.

THE  
Bicycling World

[ESTABLISHED 1879.]

## WHAT THEY SAY OF US!

Extracts from our Contemporaries and from our Letter File.

From the Boston Herald.

THE BICYCLING WORLD easily leads the 'cycling press of America. It is bold, fearless, and trustworthy. It grows brighter with each succeeding issue.

From a leading 'Cyclist.

Permit me to state that I subscribe to three wheel publications, and that I find the WORLD so much better than the others that I preserve it only. I have participated in newspaper work in both editorial and practical capacity, and understand what makes a good sheet.

From a well-known Wheelman.

I have got to curtail my expenses and cut off some of the wheel papers, but I cannot give up the WORLD. Put me down for another year.

From a large Advertiser.

The WORLD has thus far been of more actual value than any other paper, so far as business is traceable.

From another Advertiser.

I am convinced that wheelmen read the WORLD and glance at the other wheel papers, for I get more returns from your paper than all the others combined.

From a Wheelman.

Wheelmen about here swear by the WORLD, and take no other.

From New York.

The WORLD is doing a good work for wheelmen in publishing so many practical articles and hints to cyclists. Keep it up.

## THE SUBSCRIPTION PRICE

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\$2.00 per annum. \$1.00 for six months.  
And we will send it three months  
for sixty cents.

## SPECIAL OFFER TO CLUBS.

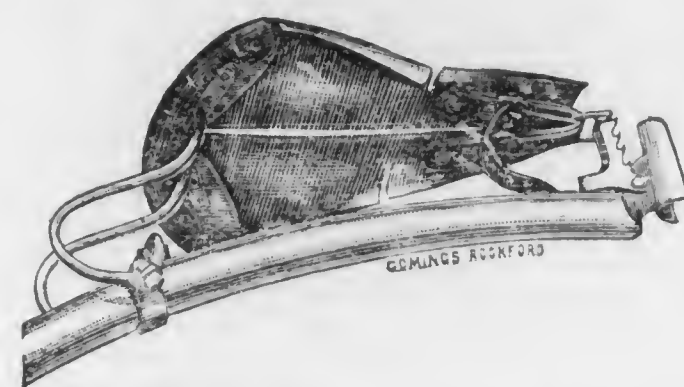
We will furnish club copies of the WORLD for \$1.00 a year. This subscription must be voted by the club, paid for out of the treasury, and sent to the club headquarters. We cannot send the paper to the address of any officer under this arrangement, and clubs that have no headquarters cannot avail themselves of it.

SPECIAL TERMS TO AGENTS. SEND FOR CIRCULAR.

8 Pemberton Square,  
BOSTON, MASS.

## THE LILLIBRIDGE

Bifurcated & Universally Adjustable Saddle



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum.

Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

For six seasons I have been looking for the best saddles and springs, and yours gives me more satisfaction in its adjustment to the form and requirements of the rider than any of the dozens I have used. The downward and forward movements of the spring, the great adjustability in height, width, and tension of the saddle, and the good workmanship of the one I'm riding seemingly leave but little chance for improvement. C. A. HAZLETT, Portsmouth, N. H.

"To try your saddle is to buy one." "They sell like hot cakes." New Haven Bic. Agency — TYLER.

"I would not take fifty dollars for mine if I could not get another."  
T. S. RUST, Meriden, Ct."

Price, Nickelless, \$5.00; Japanned, \$4.00.

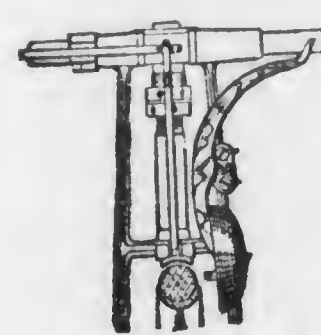
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FREEMAN LILLIBRIDGE  
ROCKFORD, ILL.

ZACHARIAS & SMITH,  
NEWARK, N. J.

BICYCLES and TRICYCLES,  
Lamps, Carriers, Star Cyclometer, Bags, Saddles  
and Bicycle Parts for both CRANK & STAR.  
DIFFICULT REPAIRS A SPECIALTY.

## THE "AUTOMATIC" ALARM



Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
HIGHLY ORNAMENTAL.

The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

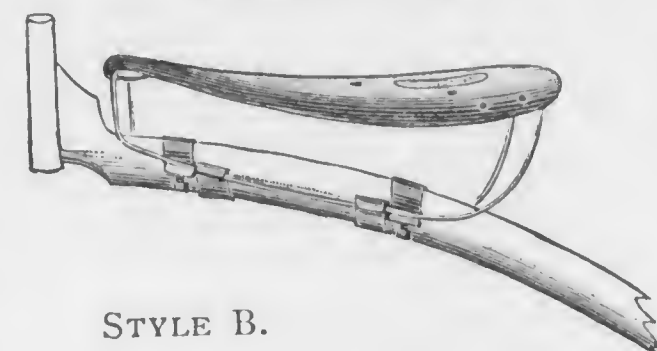
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.

Send for circular.

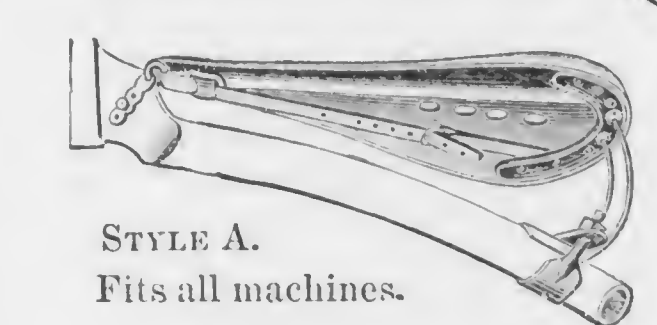
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## THE DURYEA SADDLE.

Patented Feb. 19, 1884.

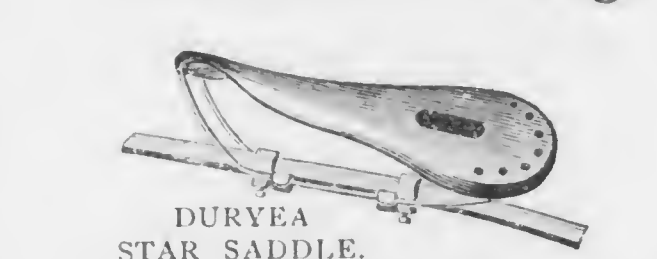


STYLE B.



STYLE A.

Fits all machines.



DURYEA  
STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Hicham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap.

Try it once, and you will use no other; it makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

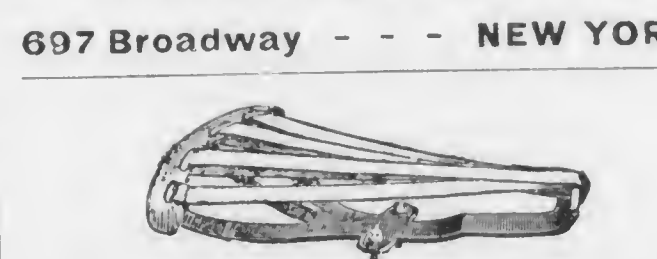
Reliable agents wanted. Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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Sole Licensees and Manufacturers,

RICHARD GARVEY, Manager,

697 Broadway - - - NEW YORK.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST and MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials.

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THE AMERICAN STAR BICYCLE.  
A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centers, a requisite condition for both speed and power.

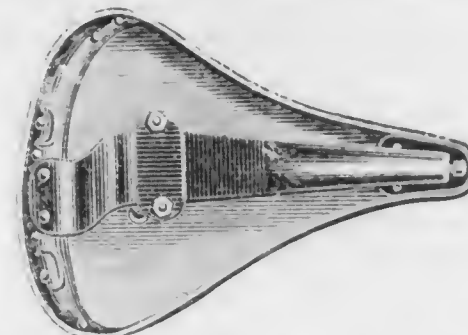
The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,  
Smithville, Burlington Co., N. J.

THE AMERICAN  
ADJUSTABLE LONG DISTANCE SADDLE

Spring Frame, Perfect Adjustment.  
LIGHT, STRONG, ELASTIC, EASY.

"It is the easiest saddle I ever rode."

BURLEY D. AYERS,  
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ADAPTED TO THE STAR.

"Tried your saddle on my Star, and found it the easiest and most comfortable saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."

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PRICE, \$4.00.

Send for Circulars. Liberal Discount to Dealers.

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REPAIRING A SPECIALTY.

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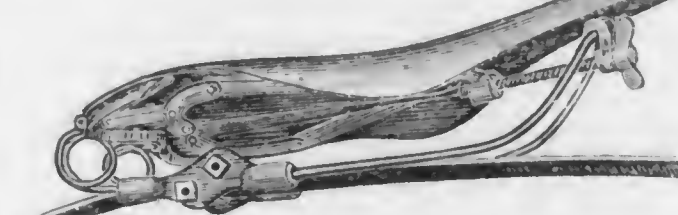
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THE CRICKET BICYCLE SADDLE.



(PATENT ALLOWED.)

Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by thumb-screw; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular.

Price: Plain, \$3.50; Nickelled, \$4.00. Sent to any address on receipt of price.

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793 Lorain Street - - CLEVELAND, O.



## A THIRD EDITION.

I take pleasure in adding my testimony to the claim which you set forth in the construction of the "Columbia" bicycle and tricycle.

I have ridden one "Expert Columbia" over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it.

With its standard of rake, and your vibrating suspension saddle, I consider it *unequalled for safety* and long-distance riding.

It is always in perfect order, if properly cared for, like any piece of machinery.

From the practical results which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that you may justly claim that the "Columbia" *has not its equal in quality of material and finish*; all of which is shown in the tabulated results in your possession.

I am, very respectfully,

F. J. DRAKE,  
Lieut. and U. S. Inspector of Material.  
BOSTON, MASS., NOV. 17, 1884.

The "Standard Columbia" I purchased of you last spring has given the most perfect satisfaction. Having been ridden over one thousand miles, including an extended tour over all kinds of roads, I consider it as good now as the day it was bought—staunch and reliable, and so far it has not cost a dollar for repairs. I heartily recommend the "Standard Columbia."

Respectfully yours,

FRANK E. MYER,  
Secretary Trojan Wheelmen.  
TROY, N. Y., Jan. 3, 1885.

I have ridden one of your "Expert Columbia" bicycles for two seasons, and I am very happy to say that it gives perfect satisfaction in every respect; and also believe it to be the most durable and best-running wheel now in the market.

Yours, very respectfully,

F. A. CHASE.  
PALMYRA, N. Y., Dec. 29, 1884.

Since receiving my full nickelled "Expert," I have ridden it over 2,000 miles on roads of every description, and the only breakage I have to record is a pedal-shaft. The first week I received the machine I ran against a post, took a "header," and bent the pedal-pin; but even then it lasted for 1,600 miles before breaking off.

The "Expert," is, in my opinion, the "Prince of roadsters." Its workman-

ship is excellent, its proportions are faultless, its ease of running is famous, its durability is without parallel. If I ever have occasion to purchase a new mount the "Expert" will be my first choice by long odds.

Yours respectfully,

O. M. JEFFERDS.  
RANDOLPH, N. Y., Dec. 1, 1884.

Having enjoyed the sport on the "wheel" for the past three summers I cannot refrain from congratulating you on the high reputation you have won in furnishing wheelmen with such a beautiful, strong, and, I will say, perfect bicycle.

During the past summer I have ridden over some very rough roads. I have given the machine a faithful and tough trial, and I can only say that I desire to be on record as being an owner of one of the best wheels that is before the public in the shape of "The Expert Columbia." And as this is Christmas eve, I close with the hope that many young Americans will be blessed with one of your famous wheels to grace the lists of presents to-morrow morning.

Very truly yours,

F. W. GRIFFIN.  
NEWARK, N. J., Dec. 24, 1884.

I have ridden a "Standard Columbia" for two years, and do not think I could get a better machine for practical road use at the price; and as to other machines made by you I think them superior to any made. Give me a "Columbia" in preference to any.

Respectfully,

CHAS. ARMSTRONG.  
TIPTON, IND., Jan. 1, 1885.

After six months' constant use of my "Expert Columbia," I am satisfied that it is the bicycle *par excellence* for one who demands a staunch, reliable, serviceable wheel for every-day use, in which the possibilities of speed are sufficient for the ordinary requirements of business or pleasure.

Its simplicity of construction, with the stability of its parts, have afforded no small part of the pleasure in using it.

Yours truly,

E. B. MANN.  
ROCHESTER, N. Y., Jan. 5, 1885.

Having had three years' experience as a wheelman on this coast, and having ridden several of the best English machines, I can safely say that for our roads and for light running the "Expert" takes the lead. Being very rigid it can stand more

hard work than any machine that I know of. I can always mount my Expert with confidence, which I could not always do with my other machines.

WM. F. FISHER,

S. F. Bicycle Club and Bay City Wheelmen.

SAN FRANCISCO, Sept. 29, 1884.

Last July I bought a "Standard Columbia" bicycle. Since then I have ridden it over all kinds of roads, especially poor ones, and once into a stone wall; and without a cent for repairs. It is almost as strong as a lumber wagon, and for the money I don't think I could have bought a better bicycle. Yours truly,

WM. C. MILLER,

Lieutenant Blossburg Cyclers.  
BLOSSBURG, PA., Jan. 1, 1885.

I take pleasure in bearing witness to the good qualities of the "Columbia" tricycle. I have now been riding one for nearly a year, and have used it in all kinds of weather and over all sorts of roads. I did nearly as much riding in January and February as in June and July, and I have found it exceptionally easy running, under all circumstances. It seems to me to be as light as is consistent with safety for a road machine, and for riders of my weight (200 pounds).

My sister, who learned to ride on my English tricycle three seasons ago, is delighted with the change, and the other ladies who have used it are equally well pleased.

My wife is becoming proficient in its use, and expresses herself in high terms in its praise. Yours very truly,

STUART C. MILLER.  
BOSTON, Nov. 11, 1884.

We have ridden the "Expert" about 3,000 miles, over all kinds of road, and desire to give you a token of our appreciation of its most excellent qualities. Having made a careful investigation on the bicycle question for our own satisfaction as enthusiastic wheelmen, commencing six years ago with the old "bone shaker," we have no hesitation in saying that the Expert, with swing spring, is positively the best wheel ever offered in the American market, and the stronger proof of our sincerity rests on the fact that we are daily using the same with ever increasing favor.

Truly yours,

T. O. ANGELL, JR., Archt.  
T. J. ANGELL,

SALT LAKE CITY, Jan. 12, 1885.

For a Full Description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to

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ALFRED MUDGE & SON, PRINTERS, BOSTON.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.  
Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 27 FEBRUARY, 1885.

Volume X.  
Number 17.

## VICTOR

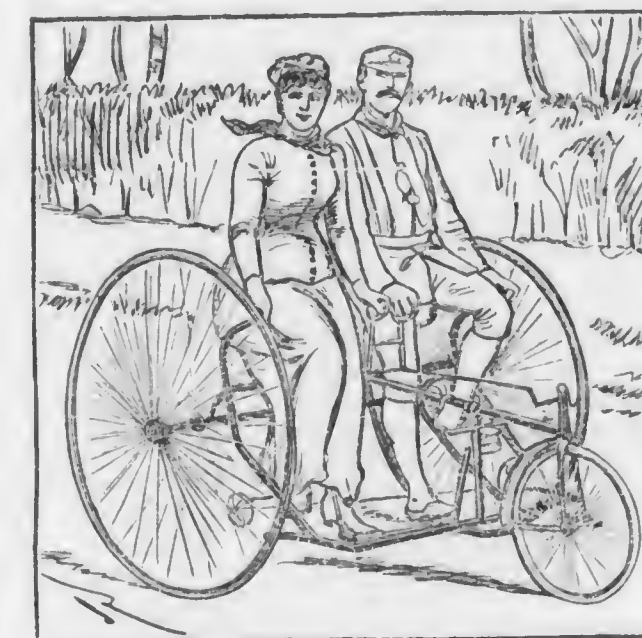
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PRICES.

48-inch	\$122 50
50 "	125 00
52 "	127 50
54 "	130 00
56 "	132 50
58 "	135 00

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ESTABLISHED 1877,

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Visitors will find our new headquarters in Section B, Nos. 1, 2, 3, 4, 5 and 6 of the above immense building, where, with factory, offices and salesrooms all under one roof, we have ampler space and largely increased facilities for the prompt dispatch of business, and shall be glad to give our best attention to the orders of our customers, old and new.

Inquirers from a distance are reminded that they can obtain our two illustrated catalogues, descriptive of our "HARVARD SPECIAL" and our "YALE ROADSTER" Bicycles, and of our specialties in

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The Finest Roadster known. Contains Important Alterations for 1885.

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Arrangements for Supply will shortly be announced; meanwhile, applications FOR LATEST PATTERN must for the present be addressed ONLY to

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The Largest 'Cycle Manufacturers in ENGLAND.

**THIS IS WHAT YOU HAVE BEEN WAITING FOR**  
A High Grade  
Bicycle at a Moderate Price.

## THE AMERICAN CHALLENGE, THE AMERICAN SAFETY, AND IDEAL BICYCLES.

American make, especially fitted for American roads.

Well designed, nicely finished, all parts interchangeable.

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## THE AMERICAN CHALLENGE.

60-inch .....	\$82 00
58 " .....	80 00
56 " .....	78 00
54 " .....	76 00
52 " .....	74 00

## PRICE LIST

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## THE AMERICAN SAFETY.

42-inch .....	\$76 00
The reach of a 52 or 54-inch bicycle.	
44-inch .....	\$78 00
The reach of a 54 or 56-inch bicycle.	
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## PRICE LIST

OF

## THE IDEAL.

50-inch .....	\$72 00
48 " .....	66 00
46 " .....	60 00
44 " .....	54 00
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38 " .....	35 00

DEALER, BEFORE ORDERING YOUR STOCK, WRITE US.

RIDER, GET OUR CATALOGUE BEFORE BUYING YOUR BICYCLE.

## GORMULLY & JEFFERY,

MANUFACTURERS,

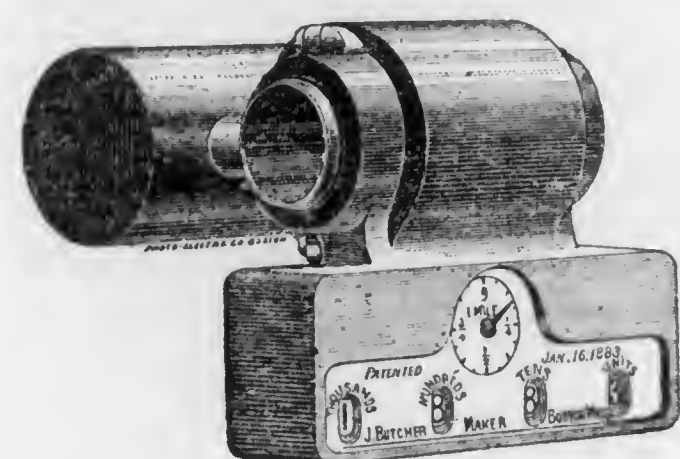
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For 1885.

With improvements resulting from year's experience.



Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with. Now ready for bicycle, tricycle, and American Star. Price, \$10.

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Price, \$2.00, post-paid.

Send for circulars.

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B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

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ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me. the only authorized maker.

LEAGUE OF AMERICAN WHEELMEN — Gold L. A. W. badge pins, \$1.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

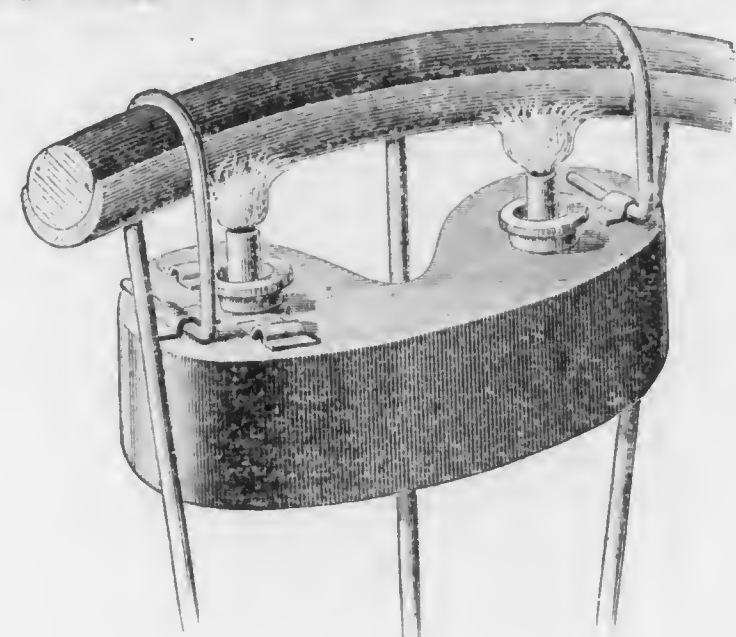
THE CRESCENT BICYCLE ROSE SUPPORTER, with patent alligator clasp; the latest and best article of the kind; cyclists who are using this supporter will have no other; made in drab, white, pink, and blue web; sample pair mailed on receipt of fifty cents by WALTERS BROS., Prospect, N. Y.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

## THE PERFECTION HEATER,

(PATENT APPLIED FOR)

FOR CEMENTING RUBBER TIRES.



A Practical and Useful Article for every Wheelman. Saves Time, Money and Accident.

Lamp, with full directions for cementing a rubber tire, sent postpaid to any part of the United States or Canada for \$1.00. Ask your dealer. If he does not keep it in stock, or will not order, send to the manufacturers.

Bicycles Sold on the Instalment Plan.

G. R. BIDWELL & CO., Dealers in Bicycles, Tricycles, etc.,  
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## SAFETY, SPEED AND COMFORT.

Among the Many Splendid ROAD Records made in 1884 on the Matchless FACILE are the following:

Land's End to John O'Groat's, 924 miles, inside of 7 consecutive days, beating all previous records. Oct. 4: 266 1-4 miles in 24 hours, by J. H. Adams, breaking anew all 24-hour records whatever. Oct. 23: 100 miles in 7 1-2 hours, by E. Oxborrow; the first 10 miles in 33 1-2 minutes; the first 21 miles in 75 minutes, and the last 10 miles in 34 minutes, besides a number of rides of 200, 224, and 234 miles in 1 day.

### SPECIAL ANNOUNCEMENT.

I long ago became aware that SPEED GEARING could easily be applied to the Facile, and foresaw how to apply it whenever any considerable demand for such a thing might arise.



I have now the pleasure of announcing that a simple Speed-Gear attachment will be ready at the opening of the active season. Full particulars cannot be given just yet, but the Gearing will be easily convertible at home, or while on the road, so as to drive at either the increased or at the normal rate as desired. It can be detached entirely, leaving the machine as before. It can be applied to old as well as new machines, and as a geared machine the Facile will surpass all other bicycles, as it now surpasses them in practical efficiency and merit.

Call and see it, or send for full descriptive price list, mentioning this journal.

Efficient Agents (but no others) wanted everywhere.

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BY H. M. ROYAL LETTERS PATENT.

THE

## NEW "CLUB" TANDEM. (CONVERTIBLE.)

AS SAFE AS A SOCIABLE.

FASTER THAN A BICYCLE.

IN ITS SINGLE FORM IS EITHER AN

"IMPERIAL CLUB" (CENTRAL GEAR) or "SANDRINGHAM,"  
AT OPTION OF PURCHASER.



To Convert it is only necessary to remove three bolts. Steers from the front (or from the back, in addition, if required.)

The attachment is jointed, so as to allow for inequalities of the road.

The handles are adjustable. Ball bearings.

The seats are adjustable, both horizontally and vertically.

The riders are further apart than in any other tandem.

Painted in three colors, or enamelled plain black.

All the bright parts plated.

Price, as a Tandem, £32; as a Single, £24, complete.

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THE NEW "CLUB SAFETY,"



L. H. JOHNSON,  
New Jersey State Consul.



Orange, Feb. 10. 85.

The Overman Wheel Co.

Dear Sirs:— I must congratulate you on the new Victor bicycle, which I have carefully examined. It compares favorably with the highest class English machines, containing more good points than the best of them. In fact it is *laughably* near my "ideal bike," which *every* veteran cyclist sees in his mind's eye. I shall make it my private mount for the coming season. Yours truly, L. H. Johnson, J.C.C., C.P.C.

## NEW MODEL LIGHT ROADSTER STAR.

Ball Bearings, Noiseless Ratchet, Hollow Levers, Low Head, Long Bent Bars, Vulcanite Handles, Patent Saddle, Stiffer Frame, Increased number New Style Direct Spokes, screwing into Steel Nuts, concealed in G. M. Hub, No Jacket Pipe on Front Bar, Simple Direct Action Brake, Extremely easy Saddle Spring.

The new model is vastly improved in workmanship, and has been greatly simplified, and made stronger and stiffer, while the **WEIGHT HAS BEEN REDUCED SOME ELEVEN POUNDS** in the 48-inch size. Sample now on view.

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BOSTON, MASS., U. S. A.

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One year, in advance.....\$2.00  
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Three months "......60

Special terms to clubs, five subscriptions \$1.75 each; ten subscriptions, \$1.50 each.

Special Club subscription received at \$1.00 if sent to headquarters.

Single copies are for sale at the following places:—  
New England News Co., Franklin St., Boston.  
Cupples, Upham & Co., corner Washington and School Streets.

American News Co., 39 Chambers St., New York.  
H. B. Hart, 813 Arch St., Philadelphia.  
John Wilkinson Co., 68 Wabash Ave., Chicago.  
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
Geo. R. Bidwell, 4 East 60th St., New York.

J. S. DEAN . . . . . EDITORS  
ABBOT BASSETT . . . . .

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 FEBRUARY, 1885.

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### THE SPRING MEETING.

THE spring meeting of the Board of Officers, L. A. W., was held in New York, on Monday last. The meeting was satisfactory in its results, and a great deal of work was done. We have expressed our opinion relative to the change in the date of the Meet, and we see no reason to alter our views; but the officers

have voted to go to Buffalo in July, and we give way in our opinion to those who have the power to decide the question. Many important changes have been made in the rules, and we think these are in the right direction. At a future date, we may have something to say regarding these changes.

AND now the professionals will organize a League. A correspondent in another column sets forth the ideas that they will endeavor to carry out, and as these ideas will be radical departures from the established order of things we shall await the outcome with no little curiosity. The only claim made for the flying start in a race is the absurd one that bicycle time and horse time can be compared. But why should they be compared. We are obliged to give up our own conundrum. There is little in common between the two things which they propose to compare. It is well enough to compare cycling, running, and walking, for then we may judge how much the machine does for man, the motive power in each case being the same; but when we undertake to make a comparison with the horse we shall but gratify an idle curiosity. How much better is it to compare the performances of cyclists in this country with those of the other world, or to register the respective qualities of racing men the world over. This the standing start aims at and accomplishes. Last year we saw a horse race between several noted race horses, and we stood in the hot sun for forty-five minutes watching the vain endeavor of the officials to get a fair start. Again, and again, and again were the drivers called back, and again and again was it evident that this or that driver was trying to get a wee bit of advantage in the start, or just enough to give him a point without being caught by the officials. We congratulated ourselves then and there that cycle tournaments were not the scene of such fatiguing spectacles. If there is to be a change in the start we should be glad to see the stool start adopted, and then each man would have to depend on himself, and the result of the race would not turn on the ability of the pusher off, as it occasionally does now. The professionals will also favor distance handicaps, but as there is nothing in the League rules to prevent such handicapping, this will be no change. We have always favored

the distance handicaps, and we believe them to be preferable to time allowances. We hope to see the departure to be made by the professionals based upon well-judged ideas, and we trust that no new step will be taken without careful consideration. Above all do we hope to see the new League made a power to put a stop to the trading and jockeying which has too often disgraced professionalism.

It is said that Prince will ride a Spalding racer this year. We give publicity to this statement with malice prepense, knowing full well that nearly every dealer will assert that it is a mistake and that the great "recordist" will ride his particular make. We have seen circus performers ride four or more horses, and politicians often try to ride two at the same time, but we assert with positiveness, in order that there shall be no misunderstanding, that we do not believe even Mr. Prince can ride more than one bicycle at a time.

THE man who makes a mummy of himself by sitting over that abominable heating apparatus, a furnace register, thereby producing a sluggish circulation, doesn't know what he is missing. Here in Boston the roads of trodden snow and ice have been in first-class condition for wheeling. Between them and the frozen bay we have been putting in a good deal of riding for this season of the year, besides gaining health and strength from the exhilarating exercise. We don't know how the ordinary bicycle would serve us on very slippery places, but with the Kangaroo and tricycle, we have got on very well. On the Kangar we did not have far to fall.

THE coining of new words for cycling goes on apace. The latest is "wheelist." We cannot say that it is much of a word, and the reason for its existence does not give it an additional recommendation. It was inaugurated by *Wheeling*, apparently, to save the necessity of using the word cyclist, because there is a rival paper of that name. About as small a reason as one could well find.

SPEAKING of words reminds us that a leading manufacturer complains of the word "lamp," as applied to light-giving apparatus. It is claimed, and properly too, that the lamp is the oil reservoir, and that the whole thing is a lantern. So,



henceforth, we must call them lanterns. This same manufacturer will discard the term "backbone," as applied to a bicycle's spinal column, and will call the it "perch." Now some miserable joker will, we expect, have something to say about bicycles, birds, and "perches."

In December, 1883, we wrote concerning bicycle lanterns, that "the bearing should run on a collar, and should be a fixture on the axle; that is, the lamp (we were not then educated up to the word lantern) should be arranged so that when necessity demanded its removal, it could be quickly detached from the wheel without being obliged to take off the bearing on which the lamp swings." We have not yet seen H. B. Hart's new lantern bearing, but we should judge that he had put our suggestion into practice. We trust so, because the present method of attaching lanterns is an insecure, noisy, and miserable makeshift.

TWELVE thousand members have already sent in their renewals to the C. T. C. A remarkably good showing. It looks as if Shipton's heart would be made glad by seeing twenty thousand members enrolled before the year elapses.

If our inventors get out anything new and valuable they had better take out a patent on the other side. Bidwell's tire heater, and Hill & Tolman's alarm are both being made and sold in England.

OUR congratulations to Mr. and Mrs. W. R. Pitman. Married 23 February.

#### Board of Officers.

##### SPRING MEETING AT NEW YORK.

THE Spring Meeting of the Board of Officers, L. A. W., was held at the Grand Union Hotel, New York, on Monday, 23 February. There were present the following officers:—

**Chief Consuls.**—E. M. Aaron, Penn.; E. T. Pettengill, D. C.; N. P. Tyler, Conn.; J. R. Torrance, N. Y.; G. C. Brown, N. J.

**Representatives.**—A. D. Claffin, W. I. Harris, Stephen Terry, C. K. Alley, T. S. Rust, H. E. Ducker, F. P. Kendall, J. G. Burch, Jr., J. W. Clute, W. S. Bull Geo. R. Bidwell, A. G. Coleman, C. D. Williams, E. W. Adams, John C. Gulick, K. L. Clapp, R. F. Hibson, A. E. Fauquier, W. H. Parsons, F. B. Graves, H. S. Kidder, F. A. Egan, Geo. Dakin, Dr. Edwin Field.

President Beckwith presided, supported on either side by Sec. Aaron and Sec. Alley.

Recording Secretary Aaron presented his report, giving a detail of his work of the year, and stating that 4,737 tickets had been issued. He read an invitation from the Buffalo Club asking the League to hold its annual Meet in Buffalo, 2d and 3d July. The report was accepted. Treasurer Terry presented an abstract report as follows:—

#### REPORT OF TREASURER.

TO THE BOARD OF OFFICERS OF THE L. A. W.

Gentlemen,—The following is an abstract of the condition of the treasury at the present time:—

RECEIPTS.	
From former treasurer.....	\$494 68
Gift of N. J. Division.....	25 00
Badge account.....	20 00
Washington races.....	841 00
Consuls certificate, Ohio Div.....	75
Annual dues of members.....	1,614 50
New members.....	622 00
	\$3,622 91
DISBURSEMENTS.	
Stenographer's report, annual meeting.....	\$100 00
Stenographer's report board meeting.....	40 00
Printing tickets.....	37 50
" racing rules.....	17 50
Copying for com. on league organ.....	4 37
Expenses president.....	3 00
treasurer.....	44 85
rec. sec.....	111 75
cor. sec.....	59 10
" letter heads.....	40 00
" mail vote.....	65 38
" route slips.....	6 33
" racing board.....	10 50
champs. medal.....	59 00
" Cycling Pub. Co.....	3 38
" mailing list.....	3 50
L. A. W. Gazette, June.....	240 00
" July.....	205 61
" August.....	228 80
" September.....	187 87
" October.....	198 04
" November.....	123 83
" December.....	142 66
" January.....	179 37
	2,133 32
Balance.....	\$1,489 62

In explanation of the discrepancy in his report regarding the reception of money for dues and the number of tickets issued, Mr. Terry explained that many of the divisions were in debt to the League. The New York division is badly in arrears, and there is trouble between that division and the League which will be referred to later.

The Corresponding Secretary presented a report, and stated that he had answered 600 letters since the last meeting. The following is a list of the States and their members:—

New York, 906; Pennsylvania, 700; Massachusetts, 660; Ohio, 484; New Jersey, 406; Connecticut, 388; Illinois, 235; Maryland, 180; New Hampshire, 97; Michigan, 87; Indiana, 76; Iowa, 68; Vermont, 61; Kentucky, 60; District of Columbia, 58; Minnesota, 39; Maine, 63; Colorado, 38; Rhode Island, 37; Wyoming, 31; Louisiana, 25; Missouri, 21; California, 12; Wisconsin, 11; British Provinces, 10; South Carolina, 10; North Carolina, 8; Dakota, 8; England, 6; Nebraska, 4; Tennessee, 4; Kansas, 4; W. Virginia, 4; Georgia, 2; Montana, 2; Utah, 2; Texas, 2; Virginia, 2; Alabama, 1; Washington Territory, 1; Oregon, 1; New Mexico, 1; Germany, 1; Total, 4,737.

The Membership Committee reported four expulsions in the last three months, and gave statistics of their work.

The Chairman of the Racing Board made a verbal report, and preferred several requests. Among other things, he stated that the racing board would

like to have a die cut from which to strike medals for the championships. He referred to the agitation in amateur circles provoked by the roller skating interest and polo playing, stating that the League would soon be called upon to solve a problem of exceeding difficulty in settling the amateur status. The usual course, when a new sport is taken up, is for those who are interested to get together and adopt an amateur rule. Then those who engage in the sport are allowed to subscribe to the rule, and they are absolved from the violations which have previously occurred. They have organized an amateur organization in New York, and other sections will probably follow this example; but up to the present time the roller skating people elsewhere have done nothing, and they have not seemed disposed to. The Racing Board have this matter in hand and hope to arrive at a satisfactory solution of the problem at an early day. The Board are in correspondence with the N. A. A. A. with regard to a new understanding regarding rules, and there is no doubt but that an arrangement will be made to insure harmony of action between the two organizations.

The special committee appointed to consider the matter of a reinstatement of Mr. Fred Jenkins, reported that in their opinion the disqualification now resting upon Mr. Jenkins should be removed, and they recommended that the whole matter be referred to the board of officers for a mail vote.

A motion was made to adopt the report which was seconded by Mr. Ducker, but the Board voted to lay the whole thing over for a short time.

The committee appointed to arrange for a League code of signals, reported progress, and asked further time. It was stated that Mr. Hutchins of Springfield, had promised to prepare a code, but had not done so and the committee have been waiting for him.

New business being called, Mr. Torrance of New York entered into a long account of the trouble in the conduct of the League division of that State whereby settlements had not been made with the League, members had not received tickets, and money had not been paid in. After some discussion, the whole matter was referred to a special committee of three, consisting of N. P. Tyler, F. P. Kendall and G. Carleton Brown, for investigation.

The Racing Board was authorized to have a die made to strike the championship medals from.

Mr. Ducker thought that it was an unjust feature of the amateur law that a professional in one sport should be a professional in all, and stated that in Springfield a great many wheelmen had become professionals by playing polo.

This created a great deal of discussion, but the sentiment of the meeting was largely in favor of strictly adhering to the amateur rule now on the books.

Mr. Harris offered the following resolution:—

Whereas, It is not in accordance with the letter of our Constitution to reinstate Mr. Fred Jenkins as a member of the League; be it

Resolved, That it is the sense of the board of officers that his election as a member of the League would be for its best interests.

Carried.

Treasurer Terry introduced a resolution calling the attention of wheelmen to a bill now pending before the Indiana legislature, and protesting in the name of 4,734 wheelmen against any infringement on the rights of wheelmen, and instructing the secretary to forward the resolution to the chief consul of Indiana, that it may be presented to the legislature. Carried.

Mr. Ducker also called the attention of the Board to the action of the authorities of California. In that State the rights of wheelmen had been infringed upon, and the riders there had said that they could not get anything out of the League, and they talked of withdrawing, and forming a Pacific Coast League.

Dr. Coleman introduced a resolution of similar tenor with the one in the case of Indiana, and it was passed.

The report of the Committee on Rules and Regulations was then taken up. Below we present the report as it was adopted:—

#### TO THE PRESIDENT AND MEMBERS OF THE BOARD OF OFFICERS, L. A. W.

Gentlemen,—The following is respectfully submitted by the chairman of your committee. Owing to the limited time at the command of your committee (many very excellent suggestions having been received after the time when the report should have been in the hands of the printers), and the distance intervening between the members thereof, this report has to a great extent been prepared by the chairman of the committee. The other members, have, nevertheless, signified their approval of certain of these rules, and the result will be found appended thereto. It is expressly understood that in case but one set of initials are recommended, or change therein, that such rule is recommended by a minority report, and that the member whose names are conspicuous by their absence do not wish to be held accountable for the rule so recommended. This plan has been adopted by your committee with the belief that it would be the best suited to procure expedition.

For the committee,

EUGENE M. AARON,  
Chairman.

20 February, 1885.

#### CONSTITUTION, L. A. W.

ARTICLES I. and II. to stand as at present.

ARTICLE III. to be altered as follows:—

Any amateur wheelman in good standing, eighteen years of age or over, shall be eligible to membership in this League upon payment of an initiation fee of fifty cents and one year's dues, and with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League the applicant shall become a member.

ARTICLE IV. to stand as at present.

ARTICLE V. (entirely new) to be as follows:—This Constitution shall not be altered or amended except by a two-thirds vote of the members present and voting at the annual meeting of the League, or by a majority of those voting by a mail vote, notice of such alteration or amendment having been given at least two weeks previous to the meeting or the despatch of the blanks for the mail vote.

#### BY-LAWS.

In place of ("Rules").

#### ARTICLE I.

##### Officers.

SECT. 1.—Article 5 of present Constitution, with the following added:—He may at any time remove from office any member of the Board who shall be guilty of malfeasance, and he shall promptly exercise this prerogative at the written request of twenty-five constituents of the officer so removed.

An appeal from the decision of the president may at any time be taken before the Board, either directly or by a mail vote; in the former case a two-thirds vote shall be necessary to reverse the action of the president, in the latter case a majority of the votes cast shall decide.

SECT. 2.—Rule 1 of the present Rules.

SECT. 3.—Rule 2 as at present.

SECT. 4. (in place of Rules 3 or 4) as follows:—The secretary shall receive, and cause to be published, all applications for membership, shall receive and be accountable for all membership and annual fees; shall keep a register of all applications and any action thereon; shall keep a list of members and officers of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only with the sanction of the treasurer. He shall receive and answer any correspondence with the members of the League; shall act as editor of the official organ, over which he shall have full control, seeing that no hurtful or foreign matter enters therein. He shall notify members or officers of all meetings, shall make and preserve records of all meetings of the League and of the Board of Officers; shall keep accurate directories of all division members and officers, and generally provide himself with all necessary statistical and other information likely to be of use to members of the League.

Immediately after the publication of a list of applicants, he shall forward to the treasurer a full and true account of all the moneys in his hands, and of all his expenditures since his last accounting; he shall, at the same time, forward to the treasurer the balance in his hands, and that he shall never retain over two hundred dollars in his possession more than forty-eight hours after that sum has accumulated. He shall keep full and complete accounts with each of the State divisions, paying to them at least once each month the balance due them and in his hands. He shall issue to every member the annual certificate of membership, and shall render to the treasurer a full and true account of every certificate issued. In case he shall be unable to do this satisfactorily, he shall be charged at the rate of three times the price of the annual dues for each certificate unaccounted for.

He shall give bonds for the faithful discharge of his duties in \$3,000, and the bond must be acceptable to the executive committee; he shall at all times be under the control of an executive committee, to consist of the president, the vice-president, and one of the chief consuls of a State division, to be selected by the board; he may be suspended by them to wait the action of the board; he shall submit a report at the annual business meeting of the League succeeding his election; he shall report to the board of officers at their meetings, and once every three months he shall publish in the official organ a report of the general status of the League; he shall receive a salary of \$83.33 per month; he shall be reimbursed for his stationery, postage, and kindred expenses.

SECT. 5. (in place of Rule 5), to read as follows:—

The treasurer shall receive and be accountable for all moneys paid over by the secretary; he shall keep suitable books of account of all receipts and expenditures; he shall pay out funds of the League only upon order of the executive committee, or any two members thereof; he shall give bonds for the faithful discharge of his duties in \$3,000, and the bond must be acceptable to the executive committee; he shall make report, in abstract, at each regular business meeting of the board of officers, and in full at the business meeting of the board of officers immediately preceding the annual meeting of the League.

SECT. 6. (a) shall read as Rule 6, with the following addition:—

Each chief consul, etc., etc.; he shall call and preside at all State meetings, shall approve and appoint one consul for each locality that in his judgment is entitled thereto, and shall appoint League hotels.

SECT. 6. (b) to read as Rule 7, first paragraph, at present.

SECT. 6. (c) to read (in place of second paragraph, Rule 7) as follows:—

The division secretary-treasurer shall keep a full register of all members of his division, shall keep suitable books of account of all receipts and expenditures, and shall transact such other business for his division as may be assigned him by the members thereof at any of their meetings.

SECT. 6. (d) to take place of third paragraph, Rule 7 altered as follows:—

Consuls shall acquire, etc.; keep the State officers, etc. Consuls' term of office shall expire 1 July, but they may be removed for cause at any time by the chief consul of their State, who as lieutenants they shall be considered.

#### ARTICLE II.

##### Meetings.

SECTION 1 to read as Rule 8 (down to "as follows"), then to read as follows:—Reading of records of last annual meeting. Report of the president; which shall include the information contained in the reports of the treasurer and secretary, previously made to the board of officers.

Communications or reports from the board of officers. Communications or reports from the standing committees. Reports of special committees. Unfinished or referred business. Complaints and appeals. New business.

Adjournment. After which the third paragraph shall be changed to read as follows:—

Fifty members shall constitute a quorum; each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that clubs whose entire active membership has joined the League (being required so to do by their club rules), may choose by ballot one or more members of the League as delegate for the club to represent them at the annual meeting; and each delegate, upon presentation of credentials signed by the president and secretary of the club, may cast as many votes as provided for in his credentials in all proceedings of the meeting; but no delegate may cast more than fifty votes, and no such delegate shall cast a vote for a member present at the meeting if that member shall choose to cast his own vote.

SECT. 2. (in place of Rule 9) to read as follows:—At the date and place, etc., in which only members of the League shall be allowed to participate, provided they present themselves to the chief marshal, or his aids, in suitable uniform. This parade shall be marshaled by State divisions under the command of their chief consuls; the divisions shall have precedence according to the date of their formation; and the clubs in the divisions shall have precedence in accordance with their seniority in joining the League.

SECT. 3. (in place of Rule 10) to read as follows:—At the date and place of the annual meeting of the League, there shall be held a race meeting under the auspices of the League, at which meeting suitable League championship prizes shall be offered for such races as the racing board may deem it best to assign thereto.

SECT. 4. (in place of Rule 11) to read as follows:—Two meetings of the board of officers shall be held each year; one at least two months and not more than four months previous to 15 May, and one in the Fall, subject to the call of the president. At these meetings any member of the board may be represented by proxy, provided that the person holding the proxy shall be a member of the board, and that no person shall be proxy for more than three members, unless he be a chief consul, when he may hold proxies for six other members. The board of officers shall be required, through the secretary, to publish from time to time, in the official organ of the League, any and all action taken by them, whether as a board, or committee, or as officials.

SECT. 5 to read as the present Rule 12, first paragraph. ('The second paragraph thereof to be repealed.')

SECT. 6 to read as first paragraph of present Rule 13.

SECT. 7. (in place of second paragraph of present Rule 13) to read as follows:—

Each State division shall appoint its own meetings, provided that at least one shall be held each year, at which its secretary-treasurer shall be elected; and it shall appoint its own parades and races, all of which shall be subject to the general provisions of the L. A. W. constitution and by-laws.

#### ARTICLE III.

##### Committees.

SECTION 1 to read as present Rule 14.

SECT. 2. (to take place of Rule 15) to read as follows:—There shall also be an executive committee, which shall consist of the president, vice-president, and one of the chief consuls of a State division, to be chosen by the board of officers. To this committee all matters relating to revenue and disbursements and League funds, and the investment thereof, and such other matters as shall be referred to them by these by-laws, and all matters affecting League routine not otherwise disposed of, are referred as they arise. They shall report to the board of officers at each regular meeting.

SECT. 3, 4 and 5 to read as present Rules 16, 17, and 18 (provided that the last clause of Rule 17 shall be repealed.)

SECT. 6. (in place of Rule 19) to read as follows:—



(a) To the racing board are referred all matters pertaining to racing and the championships. They shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now, or may be established, to be run under the auspices of such clubs or associations as they may consider most desirable, and under such conditions as they may deem expedient.

(b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the chairman of that board, who will provide for an investigation by a member or members of that board. Suspicious circumstances, which are in the judgment of any member of the board sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a removal of the reasonable doubt. Silence and failure to reply to charges presented within thirty days will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring the party a professional, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned is a member thereof.

(c) It shall be within the province of the racing board to receive the request of any wheelman for reinstatement as an amateur, to make a full inquiry, and to decide the case on its merits. A unanimous vote shall be required for reinstatement.

(d) It shall also be within the province of the racing board to suspend from the race-track for such a time as they may deem proportionate to the offence any wheelman guilty of unfair dealing or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the racing board; and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The racing board shall have the power to make such rules for its government and the government of race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

#### ARTICLE IV.

##### Elections.

SECTION 1 to read as present Rule 20, first sentence.  
SECT. 2 to read as present Rule 20, second and third sentences.

SECT. 3 to read as present Rule 20, fourth sentence.  
SECT. 4 (to be in place of Rule 20, fifth sentence) to read as follows:—

At the same time and place as the annual meeting (as provided for in Article II., Sect. 2, of these by-laws) the chief consuls and representatives so chosen shall meet and form themselves into a board of officers for the ensuing year. At this meeting they shall elect from the membership a president, a vice-president, a treasurer, and a secretary. If any of these officers be chosen from the general membership, but not from the members of the board of officers, such officer shall become a member of the board, and shall continue as such so long as he shall hold such office.

#### ARTICLE V.

##### Membership.

SECTION 1 (in place of Rule 21) to read as follows:—  
All applications for membership shall be forwarded direct to the secretary, together with fees of admission and such information as may be required. Blanks for use by applicants shall be provided by the secretary; they shall contain space for the applicant's full name, address, age, and answers to questions concerning the applicant's amateur standing, as well as space for the signature of members or others recommending the applicant for election.

SECT. 2 (in place of Rule 22) to read as follows:—  
Objections to the admission of any candidate for membership may be made to any member of the committee on membership within, etc., etc.

When objection is made to the name of any candidate, the committee on membership shall report it with the fact of objection, and such recommendation as they see fit to make to the executive committee, who shall act thereon; and any rejected applicant may learn the grounds upon which his name was rejected by applying to the chairman of the committee on membership. Any candidate or member of the League may take an appeal from the action of the committee on membership and the executive committee in the method provided for in Article II., Sect. 5, of these by-laws, by paying to the secretary an amount sufficient to cover the expenses of such an appeal.

SECT. 3 (in place of Rule 23) to read as follows:—

In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following rule, and shall take proper pains to ascertain and determine the facts in any case where objection is made to a candidate on this ground.

SECT. 4 (in place of Rule 4) to read as follows:—

(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) nor for a staked bet, (h) who has never engaged in any athletic sport for money, (i) who has never exhibited his skill in any branch of athletics for money, (j) and who is not a paid teacher of any branch of athletics, (k) and who has never made the pace for a professional nor accepted such service from a professional. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

SECT. 5 to read as Rule 27, striking out the word "corresponding" in the eighth line, and in place of last clause, substituting the following:—

—in conjunction with the executive committee, shall have power to reinstate or expel him, subject to the same right of appeal as is provided for in Sect. 2 of this Article. Expulsion from a League club shall entail expulsion from the League if endorsed by the Ex. Com.

SECT. 6 to read as Rule 25.

SECT. 7 (in place of Rule 32) to read as follows:—

Each member shall pay direct to the secretary, on or before the first day of January, in each year following his or her admission to the League, the sum of \$1.00, as his annual dues, and shall forward, etc. Any member failing to comply with the terms of this rule before the following first day of March, his or her membership shall be forfeited, and the secretary shall cause the name to be stricken from the roll. Any one having thus become a delinquent, can again become a member only in the manner provided for in Sect. 1 of this Article.

SECT. 8 to read as present Rule 30, the word "recording" being stricken out in the second and fourth lines thereof.

#### ARTICLE VI.

SECTION 1 to read as Rule 26.  
SECT. 2 to read as Rule 28.  
SECT. 3 to read as Rule 29.

#### ARTICLE VII.

##### Uniform and Badges.

SECTION 1 to read as Rule 33.  
SECT. 2 to read as Rule 31.

#### ARTICLE VIII.

##### Additions and amendments.

SECTION 1 to read as Rule 34, ending in place of the word "Rule," Article II., Sect. 5.

According to the old Rules and Constitution the action of the Board on the Constitution will have to be ratified by the League members by mail vote, and the action on the Rules will have to be ratified by the members of the Board of Officers by mail vote.

A vote of thanks was passed to the Committee on Rules and Regulations.

The action of the Membership Committee on cases of expulsion submitted was approved.

The salaries of the corresponding secretary and treasurer were fixed at \$250 each.

The invitation of the Buffalo Club was taken up and debated.

Messrs. Claffin, Torrance, and Terry, opposed any change in the date.

The invitation for 2 and 3 July passed by a very large majority.

A motion for a committee of five to consider the matter of a League organ, and to report to the Board for a mail vote not later than 1 May, 1885, was passed, and Messrs. Harris, Aaron, Miller, G.

N. Buzby, and C. K. Alley were appointed.

Mr. Claffin moved that it was the sense of the meeting that the League publish its own organ. The motion passed unanimously.

A vote of thanks to the proprietors of the Grand Union Hotel for the use of parlor A was passed.

Dr. N. M. Beckwith was chosen chief marshal of the parade in Buffalo.

Mr. Claffin moved that the secretary be instructed to publish in the official organ an agenda of all business to be brought before any meeting of the board at least one week before said meeting. Passed.

#### Notes.

THE draft of the Constitution and Rules as given in the report is presented just as it left the hands of the Board. It may be hard for our readers to comprehend the present reading of the rules with the amendments tacked on, but we have preferred to give the changes made just as they were voted on, and we will try to point out the principal changes in brief notes.

An initiation fee of fifty cents has been established, in addition to the dues.

The age for admission has been set at eighteen years. A member must be indorsed by two League members, or three reputable citizens.

A provision for the amendment of the Constitution has been added.

The President may remove from office any member of the Board for malfeasance, and an appeal to the Board from a decision of the President may be made.

The duties of the secretary are defined at length. He is to have a salary of \$1,000 and give a bond of \$3,000.

The Treasurer will have little to do. He will have no salary and give a bond of \$3,000.

Chief Consuls may appoint more than one Consul in large cities.

Delegates at the annual meet may have fifty votes instead of ten.

In the League parade the clubs shall parade by State Divisions and the Divisions shall take precedence by seniority, and so shall the clubs in the Division, dating from their connection with the League.

None but League Members will be allowed in League parades.

Members of the Board of Officers may be represented by proxy at Board Meetings. Chief Consuls may hold six proxies, and representatives, three.

Each Division shall appoint its own meetings, parades, and championships.

The Executive Committee will consist of the President, Vice-President, and one Chief Consul, to be chosen by the Board of Officers. They will have important duties.

The duties and powers of the Racing Board are defined at length.

The officers of the League need not be chosen from the Board of Officers, but

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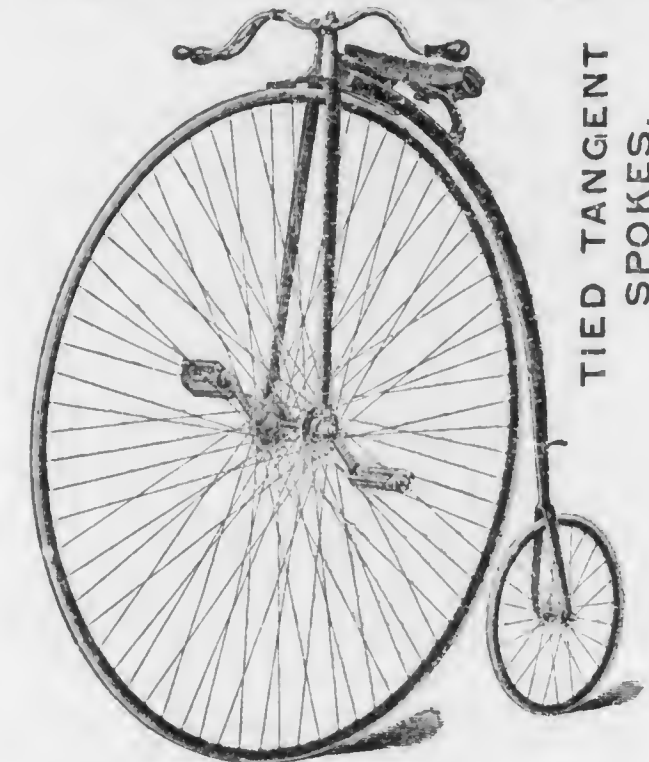
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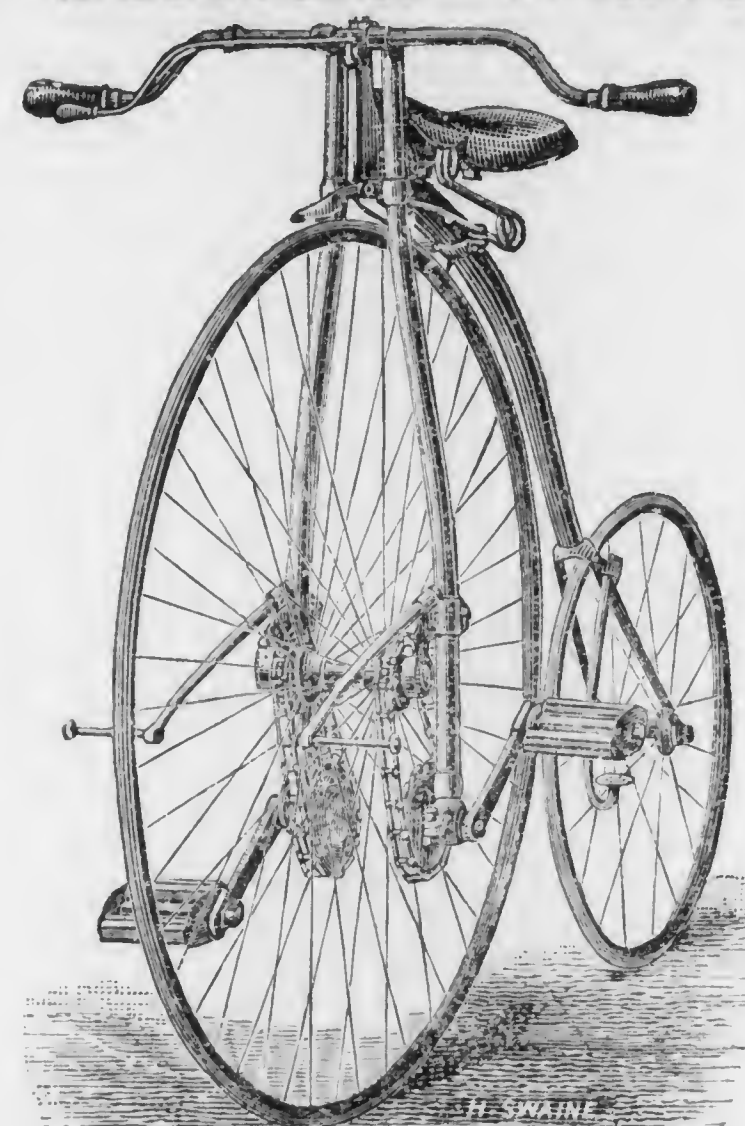
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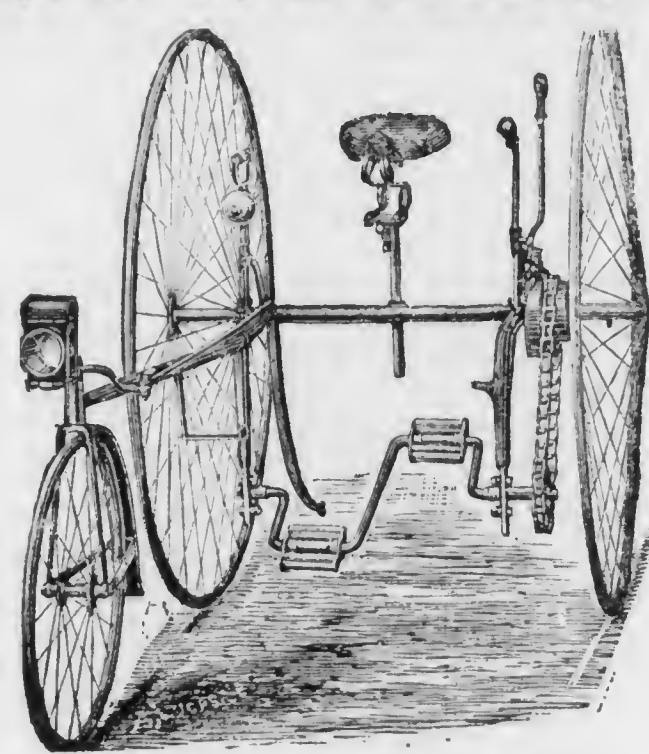
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Rear " "

### NICKELLED ÆOLUS BALL PEDALS (Rubber or Rat Trap),

Hollow Forks, Elliptical Backbone, Andrews Head, Dropped Handle Bars, 1 inch and 3-4 inch Tires, Double Butted Spokes, Finished Nickelled Bright Parts, balance Handsomely Painted and Striped in Color and Gold.

50-Inch

\$125.

Every machine furnished with Handy Tool Bag, containing Oilier, Spoke Grip and Tools.

SOLE AMERICAN AGENTS FOR

### THE AMERICAN CLUB,

The highest grade Bicycle extant. 50-Inch, \$145

### THE SPECIAL SANSPAREIL ROADSTER,

With Detachable Handle Bars, Rudge Ball Bearings, finished in Enamel and Nickel. 50-Inch, \$125.

### THE SANSPAREIL LIGHT ROADSTER,

The Strongest and Lightest Roadster on the market; Nickelled and Enamelled. 50-Inch, \$130.

### THE AMERICAN ROADSTER,

The only really first-class low price Bicycle. All bright and half bright. 50-Inch, \$100.

RELIABLE AGENTS WANTED EVERYWHERE.

SEND STAMP FOR CATALOGUE.

**S. T. CLARK & CO., Importers, BALTIMORE, Md.**

when they are elected they become members of the Board.

The provision to allow those members who join during the last month to hold over for the next year is stricken out.

A proposition to give a member a full year's membership for his fee was voted down.

The Executive Committee will hear cases where objection is made to a candidate proposed for membership.

The amateur rule was amended by adding a contest for a "stated bet" to the list of disqualifying acts.

The provision to exempt those under 16 years of age from the provisions of the law was voted out.

Expulsion from a League Club does not carry expulsion from the League, but will lead to an inquiry.

Delinquent notices will appear in the *Gazette*, and not go by mail.

The League will meet in Buffalo 2 and 3 July.

The annual Meet for next year may be at any time or place. The League year and calendar year are now identical.

Secretary Aaron refused the salary that would have been voted him but for his refusal.

The League will have an agenda before its meetings in future.

Mr. Jenkins may now come back when he pleases, but the Board has wisely decided that it cannot reinstate.

Burley Ayers and R. H. Fuller got snowed up, and did not get to New York until after the meeting.

The League has memorialized the Legislature of Indiana and the City of San Francisco in favor of wheelmen.

Shady wheelmen must now remove all "reasonable doubts" of their status, or be declared professionals.

The next League year will commence 1 June, and run to 1 January, 1886.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Professional Ideas.

*Editor Bicycling World:*—The last year's Springfield tournament must have impressed careful observers with the sameness of the four days' races, owing to the absence of handicaps, which, to say the least, was not fair to the second and third-class riders. You had to be a 2.45 man to get a "look in" in the majority of the events, and that must have been very unsatisfactory to those who had come a long way with the hope of capturing something to take home for their friends to admire.

The professional races showed the want of suitable handicapping; only one event, and that the first race (the one-mile) gave the moderate fast men any show, and the handicapping in that one event was very unsatisfactory—even to the scratch men.

Time handicaps are a failure, and distance should be the rule—say the limit should be 250 yards; that would be fair to all. There should be more handicaps and less scratch races, that is if you want to make races interesting, and that is the aim, I believe, of all tournament managers. We are not all Howells, or Princes, or Sellers or Hendees, and therefore we want a square show with our fast brothers who usually "scoop 'em all." I hope all tournament projectors will take this matter up, and give all an equal chance to get there. If they don't, I predict a great falling off in entries for next year. Our Springfield friends will, no doubt, see to this, and take the initiative in this important movement.

This reminds me to state that the leading professional bicyclists of America will come together some time in May, and will form and construct new rules for professional races in the future. Some of the important changes in the present L. A. W. rules will be: Flying starts, distance handicaps, and a track measurement of three feet from the pole. Several other important changes will take place; and the rules, when adopted, will be strictly adhered to by the professionals. They want the same time advantages that the horsemen enjoy, and they will have 'em, and don't you forget it. If there are any advantages (and there certainly are) we want them, say the professionals; all races where professionals reign supreme, will be conducted under the improved rules of the League of American professionals. We set a precedent; dare the amateurs follow?

SPOKES.

P. S.—The rules will be almost identical with the National trotting rules. SAN ANTONIO, TEXAS, 13 February, 1885.

Louisville v. Chicago.

*Editor Bicycling World:*—There has been considerable rivalry between Louisville and Chicago as to which one could "down" the other; considerable correspondence has passed between parties of both cities, trying to make a match for a fifty-mile race. Louisville had several riders ready to go to Chicago to make the race, but demanded that their railroad and hotel expenses be paid by Chicago. Mr. N. H. Van Sicklen, the Chicago correspondent, writes: "Is that all you want? What on earth do you take us for?" He also says that they are the challenged party, and not the challengers. Will Mr. Van let us know where he received authority to make such a statement? That is a very good bluff, but Louisville is not to be bluffed in that manner. Now, if Mr. N. H. Van Sicklen will come to Louisville in May, and make the race, the Louisville Wheel Club will not only pay his railroad and hotel expenses, but will also furnish a medal and a quarter-mile track that is second to none in the United States, and will guarantee him a Kentucky welcome that he will have no occasion to regret.

Now, Mr. Van, we would like to hear from you through these columns, if you will come and meet us on our track.

L. W. C.

LOUISVILLE, KY.

Not Exactly.

*Editor Bicycling World:*—A neighbor in the trade writes me to say that I have misrepresented Singer's Safety, hints that he may feel obliged to make the correction for me, unless I make it for myself. There was no misrepresentation. All accessible information led to no other conclusion than the one I stated, and the late announcement did not arrive until after (or just about the time of) the appearance of my concluding paper.

Your editorial comments, this week, seem to me likely, with readers who have not read the articles carefully, to convey the impression that I have been trying to write down the Kangaroo tribe, and anticipate the unfavorable verdict of actual practical trial upon them; on the contrary, when not stating historical facts, I have merely trimmed down a little some too reckless assertions, and pointed to mechanical laws which it seemed might be forgotten. Perhaps you will allow me a few more concise remarks.

1. I did not dismiss the Kangaroo as being only the revival of a failed machine. But when an old thing is paraded as a new and "only original" invention, and what is open to mankind is advertised as sweepingly patented, the license which every vendor has to claim for his goods is exceeded, and the historical facts must be stated.

2. "All previous records for every kind of machine were completely eclipsed." The fact is, that the best previous record for one distance, was beaten by 7½ minutes, in a time of over 7 hours. True, Appleyard also had wind at his back; but he did not have the light and rigid ball-bearing bicycle of to-day, and was thus somewhat handicapped by comparatively crude and heavy construction.

3. The differences between the failed boneshaker and the successful bicycle are far greater than between Bicycleette and the "resurrected models" of the boneshaker type.

4. Want of novelty, with former failure, does not close the case of these revived devices, but it does set up a presumption against them, which they can overcome only by thorough practical evidence. To get out of records all the commercial benefit possible is quite in proper line, but a narrow breaking of a single record, under favorable conditions is widely unlike the tests of practical use which are yet to be encountered. Moreover, under less favorable conditions, the Facile, ungeared, has since come close to the 100-mile record, and has broken the record for 50 miles, a distance which should be faster than 100. My present belief is that it has broken the 10-mile record also, but I am not now positive.

5. A superior facillist, on a 36 "level"



Facile, too small for him, lately beat Adams, the best road rider in England, by half a mile, on a 4-mile run, mostly up-hill, the latter using a Club, geared to 60; on the return, down grade, the two ran about equal. In a previous similar trial by the same men over 15 miles of rather heavy road, Adams was completely distanced and tired out.

6. As to gearing, if I did anything, I avoided "theory," unless mechanical laws, as old as the world, can be so called. "Speed-gearing" is a rather misleading phrase. The device bearing that name is, in fact, a device for *slow leg action*, and the law that such slow action is at least as much harder as it is slower, is absolute. The one matter you say "is overlooked" is precisely the one I stated with the greatest distinctness and emphasis, and you reaffirm, in other language, what I said, that the choice is between an easier and faster leg-work, or a slower and harder one. Gearing costs a greater expenditure of power per mile, but, for some persons and some work, this may be (as I said) less tiring than the other; for most persons and most work, the reverse is true. It takes more expenditure to buy a 2.10 trotter than to buy a dray-horse; but it would be less "tiresome" for Mr. Vanderbilt to buy the trotter than for me to buy the dray-horse. I pointed out the conditions which govern gearing (my own as well as other dealers'), and if the wheel public buy *anybody's* gearing, in ignorance of the choice which must be made, and the considerations which govern that choice, the fault will not be mine.

7. "It is the pace that kills," as you familiarly quote. But the killing pace is the *travelling* pace, not the minor one of leg-action only, and the law that increase of cost grows faster than increase of speed knows no exception.

8. Is not the personal experience, to which you refer, on *tricycle*, almost exclusively, as yet? If so, there is my caution against arguing too confidently from tricycle experience.

9. Except under limitations, as stated, I do not believe in gearing, and I, at least, want it to have exact definition, and be understood. I have for your opinions no less respect than you courteously express for mine, but the public care little for opinions, or for the laws of mechanics; what seems to suit best is the thing called for, and time will show that. Even if I wanted to shut out gearing from trial, which I certainly do not, — I am unable to do so. The case has not been fully stated, however, for there are constructional difficulties which I have not felt at liberty to publicly discuss; time will show whether I have the right idea about them.

JULIUS WILCOX.

New York, 14 February, 1884.

THERE is a movement on foot to formally open the riding season by a gathering of leading lights at Bailey's, South Natick, on Fast Day.

## CURRENT E CALAMO

THE Racing Board has declared F. A. Bickford, of Somerville, Mass., a professional.

THE "Bicyclists' Indispensable," for 1885, may be expected about May next.

E. D. FISHER, of Nashville, Tenn., has made a simple instrument to measure the grades of hills. Every consul ought to have one, and the "Inquirers" club will certainly want a dozen, while the Society of Cyclists will order a gross. Of course the great American road-book maker has got one already.

KEEN is hunting about for a name for his new marine cycle. All sorts of names have been suggested, but the best and most euphonious one yet is that proposed by our friend Gilman, of Chelsea. He says, call it the "Water-wheel," and so say we, and that settles it.

FROM what we can learn, this new cycle does not differ materially from the Marine Bicycle our brother Hazlett used to propel around the point with the profane name. The only difference seems to be, that Keen's machine causes enthusiasm, and "Telzah's," — well, it had an unhappy faculty of breaking when about to be exhibited.

THE cyclist of to-day has no cause to complain of a meagre assortment, or grumble at his inability to obtain just what he wants in the way of a wheel. The boy with little money, or the man with plethoric purse, can purchase what his means will allow or his fancy dictates. The heavy weights can obtain the stanchest, and the lightest of wheelmen the most delicate of machines. The timid or the staid have safeties galore, or may go in for any sort of a three-wheeler.

SOME of the English residents in St. Petersburg are making an attempt to form a tricycle club. At the present time it is almost impossible to ride a tricycle in the town, and even in the country they are looked upon by the police as having no right to be on the roads. A few months back an Englishman, while tricycle riding in the country, went through the curious experience of being ordered off the road on to the footpath by one policeman, and, twenty minutes afterwards, being informed by another guardian of the peace that he had no right to be on the footpath, and must ride his machine along the road. To form a club — social, sporting, or political — in Russia, is a very difficult matter, as a charter from the Crown is essential. To obtain this, an application has to be made, which passes through the hands of numberless officials, all of whom expect presents — and get them. The latest news regarding the application is that it has been referred to the government medical department, with instructions to report whether this new kind of exercise is good for the health of his Imperial Majesty's subjects or not.

WE hope to see more meetings of the League divisions this year, and at places accessible on wheels.

WE clip the following from the *Cyclist and Athlete*, U. S. A.: "It is said that G. Lacy Hillier will visit America next year, and bring his sister, an accomplished tricyclist. They will ride a sociable, and intend making a stay of two months." Oh! — Ah! — ??? We have but three slight corrections to make, viz.: That, as far as he knows, G. Lacy Hillier will not visit the States next year (much as he would like to); that he would not ride a sociable if he did go; and that he has not got a sister. With these slight corrections, the item may be taken as approximately correct. — *Tricyclist*. Crushed!

THE *Globe* is good enough to remark that "the BICYCLING WORLD contains, in its last issue, an exhaustive and instructive article on various machines, to be placed on the American market this season."

EASTERN riders are prone to consider Western roads as inferior to their own, if not irredeemably bad. The following extract from a letter received by Chief Consul Weston, from his Bozeman (Mont) consul, Mr. Fred A. Fielding, may modify such opinions: "When are you coming out to try our mountain roads? We have them, and good ones they are too. Just now they are of course covered with snow, but during the riding season they are hard and smooth as the best Boston roads, and, in fact, beautiful. We have variety, too, — hills and level; and then as to the scenery, it is simply indescribable; lots of it; in fact, the cheapest thing we have. Another good thing is, that the air is never sultry. We have seven wheelmen here so far, but I am satisfied we shall have more next year. We are within five miles of four beautiful cañons, to all of which we have good roads. We miss the Eastern club runs, races, meets, and tournaments, but make the most of it, and are satisfied we should be envied by many wheelmen who attend them if they could once try our beautiful roads."

## Health Upon Wheels.

WE have just received from the London publishers a little work of 125 pages with the above title. The author, W. Gordon Stables, M. D., is a cyclist, and literary man of some note, and one well qualified to write intelligently on the subject of his present work. We had the pleasure of meeting him nearly five years ago, and were not surprised to find that he has written not only well but interestingly. "Health Upon Wheels" is full of valuable information on the care of the body, and abounds with practical suggestions to cyclists. In fact, we have not read any book better suited to place into the hands of one about to go into training. Let not the tourist or the staid roadster suppose that it tells of how to break records or lays down cast iron rules of diet,

for it does not, but gives instructions' which, if followed, will make every man the better and healthier. A chapter devoted to ladies we can heartily recommend to the cyclists of the fair sex. It would require more space than we have at our disposal to enumerate all the good things it contains, but besides those that we might expect from a medical man we find useful chapters on clothing, road comforts, hints on riding, and on a thousand and one things useful for cyclists. In fact it is a *vade mecum* which every cyclist should possess and read. It is published by Iliffe & Son, London, and will be sold by us at fifty cents a copy.

## The Trade.

H. M. SABEN, of the Newton Club, a good rider and well-known cyclist, will be found in Stoddard, Lovering & Co.'s cycle department after 1 March. They are not asleep on Congress Street.

SEVERAL large orders have been given for the Kangaroo, and we have reliable information that Hillman, Herbert & Cooper are receiving an almost incredible number of inquiries about the little animal.

THE Pope Manufacturing Company will open a branch house at 179 Michigan avenue, Chicago, on the first of the coming month. Major William M. Durell, who will assume the management of the branch, is familiar with the bicycle trade, and especially fitted for the undertaking, having been for several years the New York City manager of the Western Toy Company. The major also has quite a military record. He entered the Confederate army when a lad, fought through the battle of Bull Run, and to the end of the war. He was on General Ewell's staff, and lost an arm in the battle of Spottsylvania. The Chicago branch will carry a large and complete assortment of Columbia bicycles and tricycles the machines manufactured by the Western Toy Company, and R. P. Cornully; and also a full line of parts and sundries.

WE recommend our readers to examine the new bicycle saddle advertised elsewhere, by Mr. T. J. Kirkpatrick, of Springfield, Ohio. Mr. Kirkpatrick has given a good deal of attention to the construction of saddles, and has made no end of experiments with a view to providing a perfect seat for bicyclists. As the result of his experiments he has placed on the market the Hygienic Saddle, with confidence that it will fill the bill in every particular. Its construction is well shown by the cut. It is designed to afford an easy, comfortable seat, a large oblong slit removing disagreeable pressures, while its length and breadth is such that the weight of the rider is thrown on the ischial bones. In addition to the spring in the rear there is a flexible spring in front which should make it wonderfully easy.

## RACING NEWS

### San Antonio, Texas.

Mlle. LOUISE ARMAINDO, T. W. Eck, and W. J. Morgan, entertained the people of San Antonio, Tex., with bicycle racing during the week 9th to 15. Mlle. Armaindo's "silver wheel," as the Mexicans called it, was greatly admired. There is not one rider in San Antonio, but several of the leading young men speak hopefully of a club for next year. A five-mile trotting track, just on the outside of the city, will be one inducement to intending wheelmen. The streets generally are pretty rough. Mr. Cox, formerly of the Sussex, England, Bicycle Club, is one of the leading citizens here.

### SPOKES.

THE Macon (Ga.) Club is building a quarter-mile track, and intends holding races in May.

IT is rumored that Ralph Ahl, the first American to score a record under 3m., will appear on the track again next season. If he does he will make things lively.

COLA E. STONE, of St. Louis, is reported to be getting into record form.

THE prospects are good for a large contingent of English racing men coming over next fall.

WE would like to see the professionals show us what can be done on the path with the tricycle.

THE local club at Columbus, Ind., is going to give a big race meeting in July.

R. HOWELL publishes the following defi: Enclosed please find £5 to bind a match with any man in the world (F. Wood preferred), from one to twenty-five miles; to ride in six weeks from signing articles, either at Wolverhampton, or Leicester, for £25 or £50 a-side. The *Sporting Life* to be stakeholder and appoint referee. I hope this will bring to the front some of the aspirants to championship honors. First come, first served.

WM. WOODSIDE defeated John S. Prince in a twenty-mile bicycle race at the Exposition Building, New Orleans, on 13 February. The race was close and exciting, Woodside winning by a few yards in the 38m.

## WHEEL CLUB DOINGS

THE bicycle and skating carnival of the Hudson County Wheelmen at Jersey City, 9 February, was a brilliant affair, and although the rain poured in torrents the rink was filled. The programme consisted of a club drill by the club, which embraced many difficult and fancy movements. Then followed a slow race, which was won by Mr. W. D. Bloodgood of the Kings County Wheelmen. A game of

polo on bicycles was then contested for by Messrs. Smith and Kruger, Mr. Smith being the winner. Mr. Bloodgood gave an exhibition of fancy and trick riding. Capt. Johnson gave a humorous exhibition of the first attempt of a novice with the wheel.

THE Falls City Club, of Louisville, Ky., held its regular meeting 11th inst. The only thing of importance was the election of officers for the ensuing year. President, Owen Lawson; A. L. Dietzman, secretary and treasurer; David Biggs, captain, Hugo Helbourne, first lieutenant; Percy Bettison, bugler; William Funk, right guide.

At a regular meeting of the Long Island Wheelmen, Brooklyn, held 13 January, the following officers were elected for the ensuing year: President, William W. Share; S. W. Baldwin, secretary and treasurer; A. W. Grey, captain; F. L. Donaldson, 1st lieutenant; D. C. McEwen, 2d lieutenant; A. W. Stanley, bugler; G. W. Mabie, color-bearer.

THE Buckeye Club, of Columbus, Ohio, gave its fifth annual banquet at the new club room, on 4 February. There was a full turn out of members. The first thing in order, after the general greeting of members and invited guests, was the election of officers, which resulted as follows: President, W. H. Miller; secretary, Ward Perley; treasurer, Fred W. Hughes; captain, Fred W. Hughes; first lieutenant, Hugh Hardy; second lieutenant, M. H. McCole; club committee, W. H. Miller, John Seibert, and W. R. Kinnear. The business of the evening being over, the party retired to the lower rooms, where a most elegant spread was in waiting. The bill of fare was certainly an artistic gem. It was lithographed from an original drawing by W. B. Waggoner, and consisted of fancy sketches of the eatables, interspersed with apt quotations. It opened with "He that hath no stomach to this flight, let him depart." Opposite the turkey was "I love everything that's old," and near the potatoes, "Oh, rather give me common taters plain." For ice cream was the motto: "A cold stagnation in the intestine." Everything was on roller skates, and in one corner a suggestive bicycle scene. After the solid things had been gone through came cigars, singing and joking.

THE Troy Bicycle Club held a gymnastic tournament at the club rink, in Cannon Place Hall, last week. There was a goodly attendance, and much interest was taken in the performance, which was opened with a bicycle drill.

THE fourth annual concert and ball of the Springfield Club was held at City Hall, Monday evening. The programme was an elegant plush-covered affair, which will form a beautiful souvenir of the occasion. The orchestral club, fifteen pieces, furnished a concert programme of music to open the affair, and this was followed by an exhibition of polo on Star bicycles by Chas. F. Frazier and Thomas



R. Finley, fancy riding by Willie Haradon, and trick riding by Thomas R. Finley. The dancing programme included sixteen numbers.

THE annual meeting of Lowell Club occurred 18 February. The following list of officers was elected: President, Joseph Pinder; secretary and treasurer, Harry Dunlap; captain, N. G. Norcross; 1st lieutenant, Harry H. Hull; 2nd lieutenant, Frank E. Bramhall; color bearer, Charles E. Curtis; buglers, Fred A. Baker and Arthur N. Gage. The club is now in a very prosperous condition, and have headquarters second to none in New England, outside of Boston.

It is said that the Somerville Club is going in for a new uniform.

THE exhibition business must be good in Lynn. The local club cleared \$325 at its recent entertainment.

THE Toronto Club has had a pious turn, and recently passed resolutions against riding on Sunday.

THE Lawrence Bicycle Club, which, by the way, admits associate members, has arranged an interesting programme for its entertainment at the Vallambrosa Skating Rink, 4 March.

THE Westfield Bicycle Club has organized for the coming season, with these officers: President, A. B. Howe; secretary, C. M. Goodnow; captain, J. T. Case; 1st lieutenant, C. F. Watson; 2nd lieutenant, R. H. Blinn; bugler, A. W. Warren.

THE Maverick Wheel Club, of East Boston, intends to move into new quarters shortly. Its officers for the year are: Captain, F. H. Brewster; 1st lieutenant, W. C. M. Moore; secretary and treasurer, C. C. Currier.

THE Lowell Club has elected J. L. Pinder, president; N. G. Norcross, captain; H. H. Hull and F. E. Bramhall, lieutenants; Harry Dunlap, secretary and treasurer.

At the annual meeting of the Toronto Club, held last week, the following officers were elected for the ensuing year: President, W. B. McMurrick; vice-president, C. E. Lalley; secretary, A. E. Blogg; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, A. F. Webster; 1st lieutenant, Charles Langley; 2d lieutenant, M. H. Cox; 3d lieutenant, F. M. Knowles; bugler, W. H. Brown; committee of management, Messrs. Blachford, Toby, Byrne, and Campbell.

Boston Club's ladies reception to-night.

THE members of the New Haven Bicycle Club inaugurated a series of "smokes" Saturday evening, 21 February, at their club rooms, the first one of which gives promise for the future. Cigars, cigarettes, pipes, and tobacco were the list of fumigators, while cards, songs, and music, and stories helped to enliven the time until midnight.

## 'CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WESTON, *Chief Consul*, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

*Connecticut*.—F. A. Jackson, P. O. Box 429, New Haven.

*Illinois*.—L. W. Conkling, 108 Wabash avenue, Chicago.

*Massachusetts*.—F. Alcott Pratt, 31 Chestnut street, Boston.

*New Hampshire*.—W. V. Gilman, R. C., Nashua.

*Pennsylvania*.—F. S. Harris, 718 Arch street, Philadelphia.

*New Jersey*.—L. H. Johnson, Orange, N. J.

*New York*.—Dr. A. G. Coleman, Canandaigua.

*Ohio*.—Alfred Ely, 873 Prospect street, Cleveland.

*Rhode Island*.—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin*.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): F. G. Cochran, 1635 Washington avenue, St. Louis, Mo.; R. M. Diaz, 171 Devonshire street, Boston, Mass.; Fred G. King, 25 North Centre street, Corry, Pa.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B.—Consuls wanted in every city and town in Canada.

## TO CORRESPONDENTS

E. D. FISHER, Tenn.—Hard to say without knowing your weight. Should say it would. Have ridden one a great deal, and like it. It is a first-class machine in every respect, and very strong for its weight. Thanks for grade measure; will use shortly. Should be glad to hear from you, if any thing of interest occurs in your vicinity.

W. McCANDLISH, *Wheel Life*, London.—Have written you.

E. R. SHIPTON, London.—Will write you in a few days.

W. HILLMAN, Coventry.—Thanks for kind words and information. Have written you fully.

S. M.—The Ranelagh Club will be just the thing for very light work and racing. The Surrey Machineists Company make a very similar machine.

SUNNERTON.—Almost any dealer can furnish you with the Kangaroo. Wm. Reed & Sons are the agents for Boston and vicinity. A. G. Spalding & Bros. control the rest of the States.

PALLADIUM.—Very glad to hear from you. Thanks.

T. J. KIRKPATRICK.—Will do as requested, and write as soon as we settle upon our mounts for the season.

LINCOLN HOLLAND.—Thanks. Please do so, and keep us posted.

L. H. J.—All right; do so. Will write you.

C. H. P., Cleveland.—Are waiting until we can get one to do us justice. Be patient.

D. C. H.—Thanks. Our subscription list shows that others think so.

C. H. LAMSON.—Thanks. Crowded this week, will use next.

H. E. DUCKER.—Thanks for souvenir. It is a beauty.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—52-inch imported bicycle, nearly new, with ball bearings, lamp, etc., dropped handles (30 inch); price \$50. G. W. BELL, 206 Mercer street, New York.

ONE 52-INCH NICKEL AND ENAMEL drop handle-bar Cornell bicycle, price \$87.50 cash; this machine is perfectly new and was taken in trade; it has ball bearings to both wheels. FRANK LAGAN, Springfield, Mass.

BICYCLE HOSE.—Blue, black, and brown, heavy ribbed; sizes 9½, 10, and 10½; sent to any address on receipt of \$1.00; discount to clubs. AMERICAN BICYCLE COMPANY, Springfield, Mass.

ONE 54-IN. FULL-NICKELED AMERICAN STAR, with rocker pedals; this machine is new and has never been taken from the original crate; price \$50. HARRY WAKEFIELD, Box 333, Springfield, Mass.

ONE VICTOR TRICYCLE, NEW LAST September, has not been run fifty miles; \$125 cash will buy it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

A BARGAIN.—54-inch Royal Mail Racer; this machine was used by Chambers, the English racer, for the first time last September, and is in excellent condition; will sell it for \$100; it would be cheap at \$125, and will bring that quick as soon as the season opens. C. B. WELLS, Springfield, Mass.

THE UNIVERSAL POLISHING PASTE, for polishing nickel-plated bicycles, best in the world; will be sent to any address on receipt of ten cents. AMERICAN BICYCLE COMPANY, Springfield, Mass.

ONE 52-IN. FULL ENAMELLED SHADOW bicycle, with ball bearings to both wheels; this machine is comparatively as good as new, having been run only about 100 miles; \$55 cash buys it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., are United States agents for the Warwick Self-Adjusting Spring Saddle. This saddle will give entire satisfaction, and after trying one you will ride no other. Price only \$3.25.

ONE NICE LOT OF SECOND-HAND \$3.00 suspension saddles at just half price. AMERICAN BICYCLE COMPANY, Springfield, Mass.

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ONE 50-INCH SPECIAL CHALLENGE bicycle, with roller bearings to large and plain to small wheel; full and newly enamelled; \$45 cash will buy it now. AMERICAN BICYCLE COMPANY, Springfield, Mass.

ANY ONE THINKING OF BUYING A second-hand bicycle of any kind will find it to his advantage to write to us for the size and kind he desires, as we have some sixty in stock which we are anxious to turn into cash. THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

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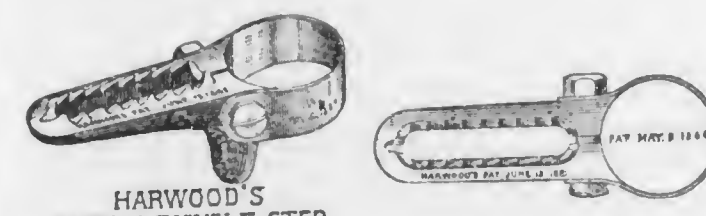
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Harwood's Detachable Safety Step,

Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed.

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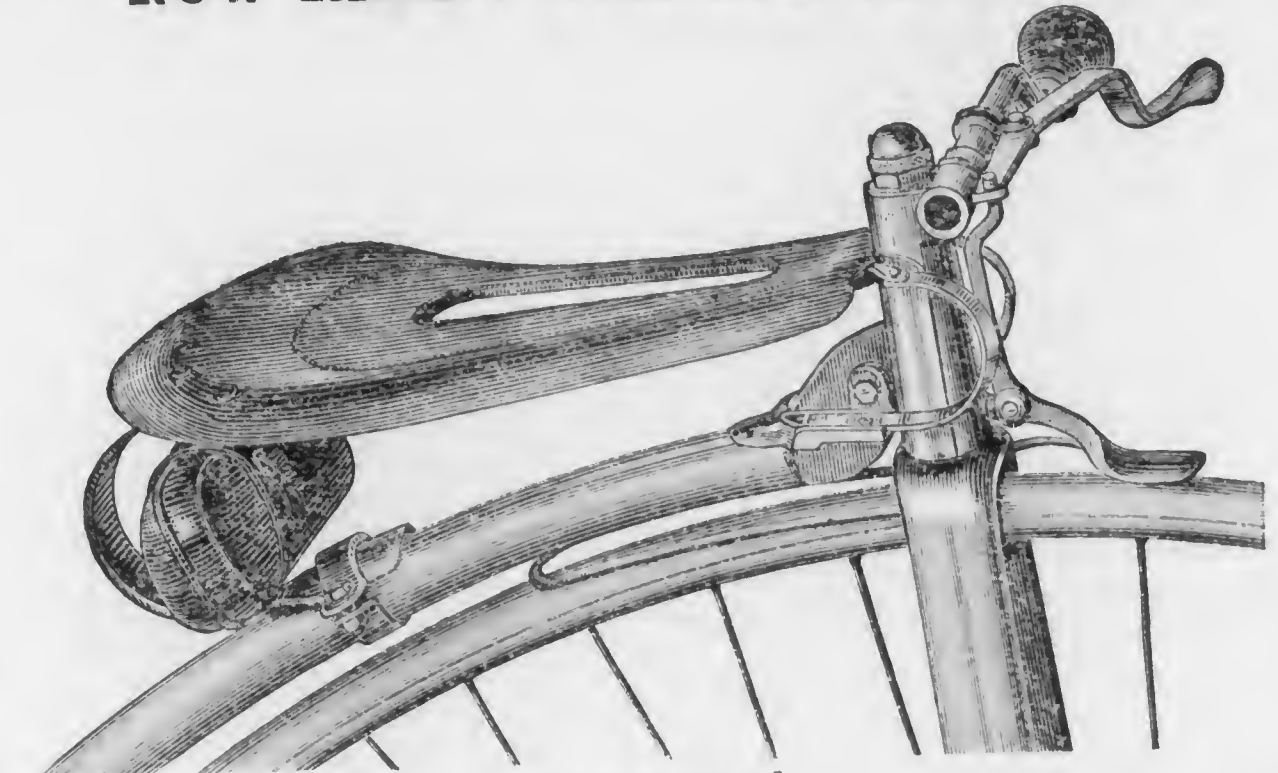
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This is doubtless the boldest and most novel of all comic verse. The author's aim and boast is to voice the cycling spirit from many points of view, in lyrics having the fire and finish and verbal music of the best poets. To this end a new parodic art is largely used, with results well fitted to please and plague the poetical reader. The versions of Shakespeare, Longfellow, Whitman, and Swinburne are specially notable; and there is a kaleidoscopic variety of other song in many measures, mostly turning upon the wheel, and in its own stately and tonic style, by one of its pioneers in this country.

Rare as it is to see anything really NEW in the field of poetry, it is found in this book, which is quite without a parallel in its plan and leading features.

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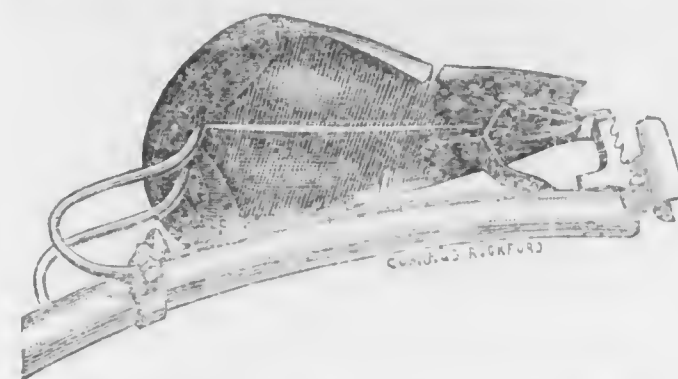
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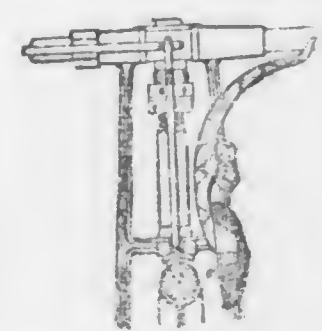
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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE:  
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

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With your orders, please give names of machines on which alarms are to be attached.

Alarm for the "AMERICAN STAR" now ready.

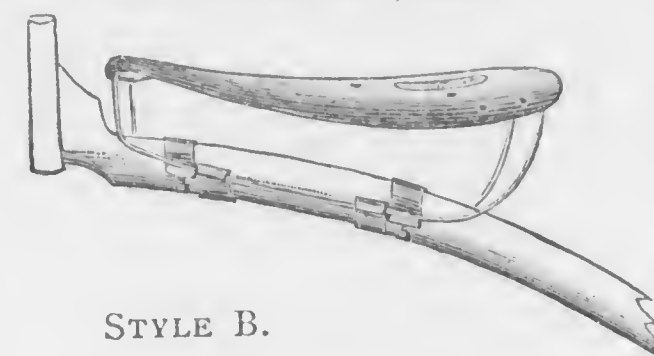
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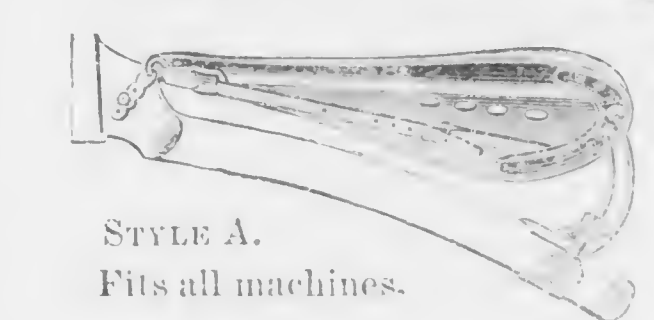
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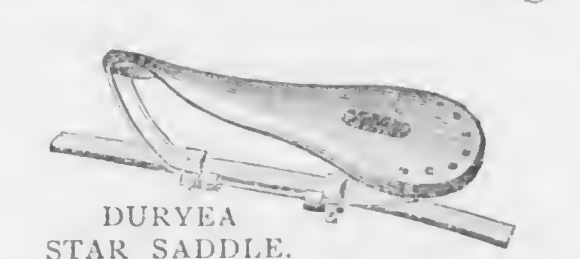


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Fits all machines.



DURYEA  
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Prince's Record of 2.39 was made on a Duryea.

Used also by Heide, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Fek, Morgan, Hisham, Yates, also Miles, Armando, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. SPECIAL TERMS TO DEALERS.

Reliable agents wanted. Remit by check, P. O. order, N. Y. Exchange, or in postage stamps.

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Patented in England and the United States.

Darley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials.

Price: Plain, \$1.50; Nickel Plated, \$4.00. Sent to any address on receipt of price.

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THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centers, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

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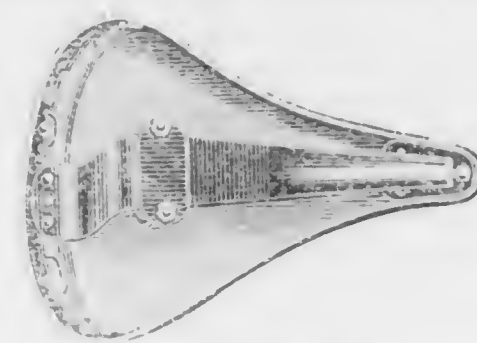
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"Tried your saddle on my Star, and found it the easiest and most comfortable saddle I have ever tried. The steel spring and suspension seat appear to take away all the jar of riding."

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PRICE, \$1.00.

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Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by thumb-screws; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular.

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H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.



## FOURTH EDITION.

Last spring each member of our firm purchased of your agent, Mr. Lyon, an "Expert Columbia" machine. In each case these machines have given entire satisfaction, and, although they have been driven a good many hundred miles, do not show but little signs of wear. They are stanch in every particular.

Yours respectfully,  
RICE, SKINNER, & CO.  
BANGOR, ME., Dec. 10, 1884.

Its stability and firmness give one a safe and secure seat over every quality of roads, the steering being especially fine, doubtless attributable to the hemispherical steering centres, whilst its propulsion is volition itself.

To any one desiring a bicycle, I most cheerfully recommend your "Expert Columbia" as best adapted to any and every quality of roads, as well as to any weight and size of riders.

I remain, very sincerely yours,  
GEO. F. CHAVEL.  
BUFFALO, N. Y., Dec. 10, 1884.

In February last I purchased "Expert Columbia" bicycle No. 2,179, which was new in the previous July, and had been used one season by another man. I have ridden over 3,000 miles on it during the past season, and am so completely satisfied with it that I have no idea of wasting time in looking for a better machine. I consider it particularly good at *standing up in difficult spots*, and I would not take three times what I gave for it if I could not get another.

Yours very truly,  
A. C. RICHARDSON.  
BUFFALO, Dec. 6, 1884.

At the close of the third season that I have been riding "Columbia" wheels I feel as if I should be neglecting my duty if I failed to drop you a line stating the very great satisfaction they have given me. As I ride to and from business I have used my wheel every day in which riding was possible during that time, not to mention my trips into the country, over as bad roads as are rideable; yet the costs for repairs have been less than three dollars; and all this for straightening bent cranks and handle-bars caused by falls

during the learning period. I have never broken anything connected with the wheel. As the result of the above I am fully persuaded the "Expert" stands above all others as a road-riding bicycle, which is indorsed by all riders of it that I have talked with. Wishing you the success your goods deserve I remain,

Yours,  
H. WARREN TERRY.  
NEW CASTLE, PA., Dec. 8, 1884.

I would recommend to all wheelmen, or those wishing a bicycle, to examine the "Columbia," as I am satisfied that they have no superior in material or workmanship. They are very stanch and durable, and will withstand the most severe strains in hill-climbing and over rough roads.

I have had only three years' experience in cycling, but find my 50-inch "Standard Columbia" equal for any emergency.

Yours very truly,  
D. C. RUFTY.  
STATESVILLE, N. C., Dec. 12, 1884.

I have given one of your "Expert" machines a thorough test on the prairie roads of Iowa, and have never found it wanting. I have accomplished long rides with ease, while the durability of the "Expert" cannot be questioned. It requires very little oil, is no trouble to keep clean, and is always ready for a jaunt. If I could not get another 50-inch full nickel "Expert" I would not part with mine for any consideration.

Yours very truly,  
W. M. FERGUSON.  
JEFFERSON, IA., Dec. 6, 1884.

I reside about three and a half miles from the city. Two years ago I bought a "Standard," and used it every day going and coming to my business, and I consider it a good machine. I sold it this spring at a slight discount, and bought an "Expert," which I have used since last April, and am perfectly satisfied with it, as it is very rigid and takes our rough roads and hills easily. It is perfect in its finish, and, after its season's work, although I weigh 180 lbs., it shows no signs of wear.

CHAS. E. DOLE.  
BANGOR, ME., Dec. 9, 1884.

I am perfectly satisfied with the "Expert" I bought last spring. It is perfect in style and finish, and, being a most rigid machine, takes our rough roads and hills easily. In fact, it is specially adapted to our Maine roads. As I had one of your "Columbias" from the very first lot you put on the market, which I used three years, at a trifling expense for repairs, I think the "Columbia" is ahead.

Yours truly,  
W. R. ROBERTS.  
BANGOR, ME., Dec. 8, 1884.

The repairs of my wheel during the three years have cost but a trifle, and, except that it is a little rusty in appearance, I believe that it is about as good as ever.

Like all other bicyclers I have enjoyed riding my wheel better than *cleaning* it, and think that paint or enamel will become the standard finish for bicycles.

M. MOODY,  
Rep. L. A. W.  
DENNISON, OHIO, Nov. 28, 1884.

Until the snow fell, a few days ago, I have used my "Expert" every day, unless raining, to and fro on my business calls, within four or five miles of this office, and would not be without it for any amount.

I never was on a bicycle or velocipede before June 1, 1884, and now will ride up any hill within twenty miles of here, and coast down any hill on my safe (Expert) machine.

Yours truly,  
FRED. W. STYLES.  
NEW YORK CITY, Dec. 26, 1884.

For one year I have been repairing bicycles and tricycles for your agent here, A. M. Scheffey, and am pleased to be able to say, that I have had less trouble in procuring parts for your make of machines than any other, and in every instance found the various parts to fit exactly.

Yours respectfully,  
LEWIS CARTY, JR.  
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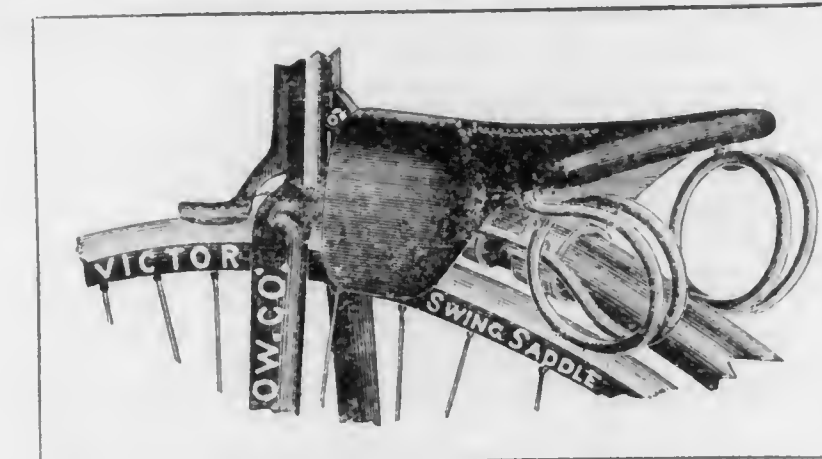
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BOSTON, 6 MARCH, 1885.

Volume X.  
Number 18.

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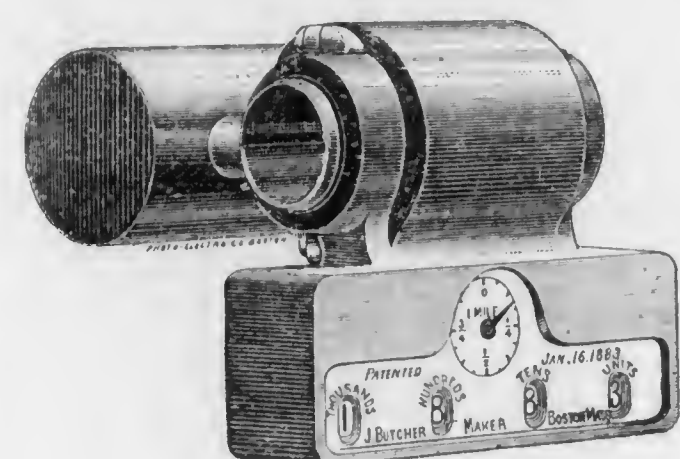
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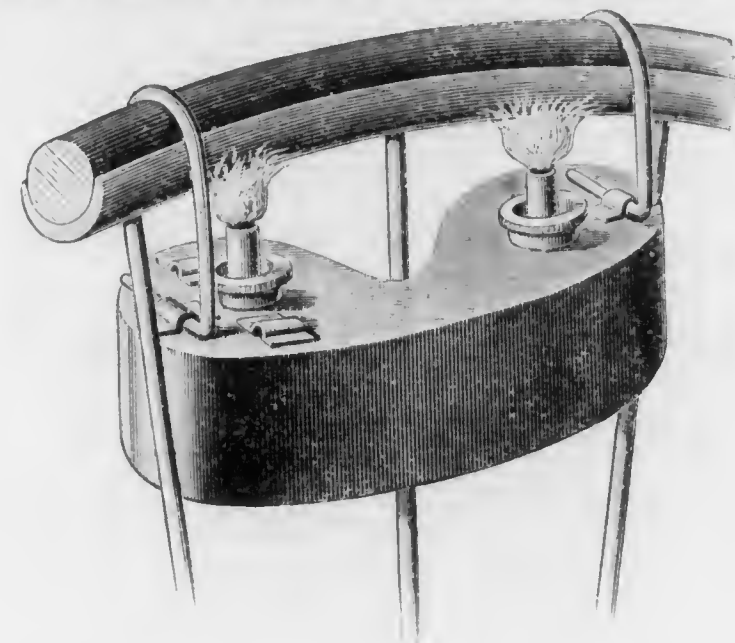
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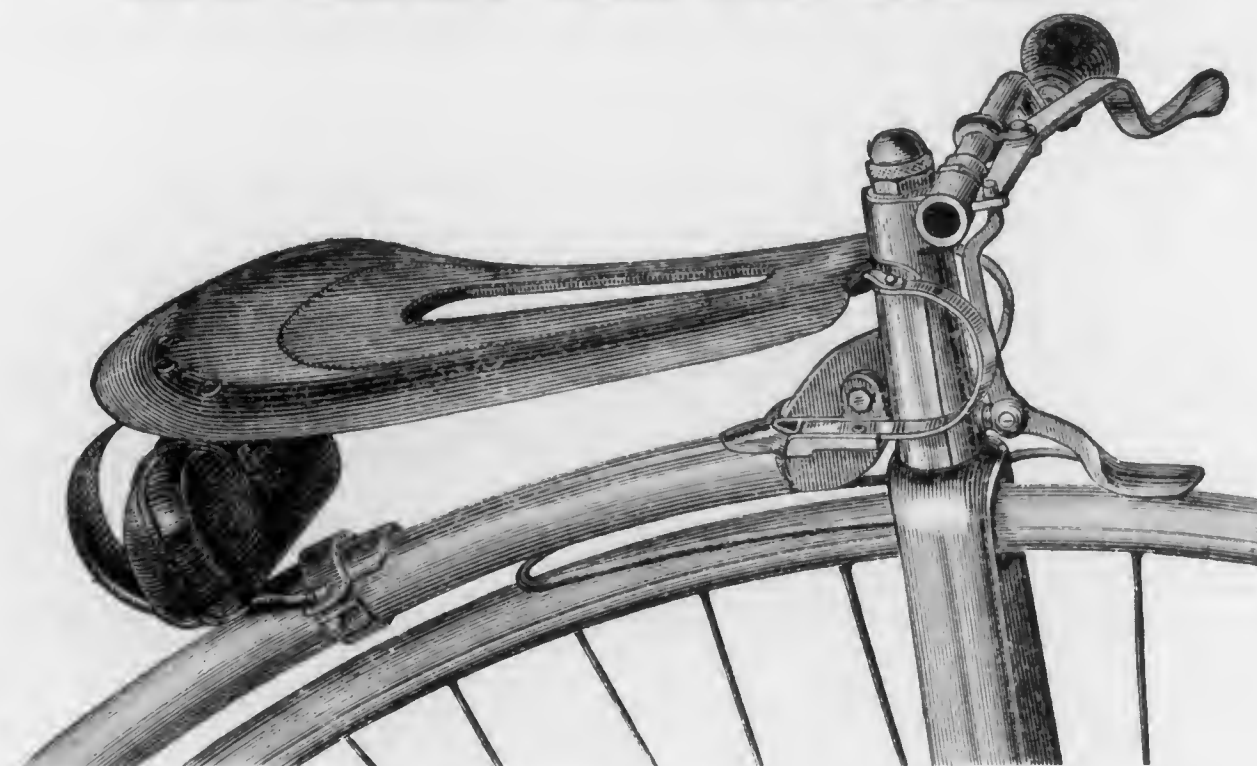
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J. S. DEAN  
ABBOT BASSETT . . . . . } EDITORS

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 MARCH, 1885.

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### CHANGES IN LEAGUE RULES.

THE change in the Constitution which calls for an initiation fee in addition to the first annual dues is a step in the right direction, for it will lead to greater promptness in renewals, and impose a penalty upon those who let their memberships lapse. Under the present rules

a member can pay up promptly at the end of the year, or he may let his membership expire as he pleases. In either case the expense will be the same, and it is possible for him to get a good deal more than a year's membership for a single payment. A person who paid \$1.00 on the first day of April, under the old rules, would not have his name stricken from the rolls until a year from the next September, and thus he would get all of one, and the greater portion of the second riding season. The new order of things will stop this.

THE change in the League year has points in its favor, and strong points may be urged against it. It is argued on the one hand that it is hard on the officers to throw upon them in the hottest portion of the year, and in the middle of the riding season, the great amount of work incident to the expiration of the memberships, and, on the other, that the League officials are business men who find their own business pressing on 1 January, the end of the business year. We think, however, that the matter will come home with the greatest force to the League clubs who pay the dues of the members out of the treasury. The Massachusetts Club, for instance, will have over three hundred members by June next, and we can imagine that it will be a serious question with them when they are called upon for \$300 in June, and a like amount the following January. We are not prepared to say that the change is not a good one, for, from many points of view, the scheme commends itself to us.

ONE of the most important changes in the League rules is the new provision which defines the course to be pursued by an applicant. Under the old system a list of names has been published weekly, and members have been called upon to protest any unworthy persons, but few protests have been made, and the League has presumed that if no one has charges to bring against a man he is a pretty good fellow, and worthy to enter the fold. After this the applicant will have to submit his record as an amateur, and be indorsed by two or more friends.

THE chairman of Racing Board issues an emphatic manifesto on the amateur question, and commits the League to a definite and a business-like policy. We

are glad to know that the Racing Board is alive to the necessity for the enforcement of the amateur rule, for we think all laws should be enforced or taken from the books. If the sentiment of the League is in favor of Dr. Blackham's idea, we can know it in no better way than a strict enforcement of the present rule will bring to our attention.

AT the officer's meeting in New York, Treasurer Terry advanced the idea that in the near future the League would give up its supervision of racing interests, and devote its attention to touring and the rights of wheelmen; but when this matter is broached the majestic form of Papa Weston will be seen coming to the front with remarks to the effect that touring interests are particularly under the direction of the C. T. C., and the League should not trench upon its province. Racing bids fair to be an apple of discord, and touring the plum which all the societies desire to pluck.

AT the next tournament of the Springfield Bicycle Club a new departure will be made in the matter of prizes. Instead of medals or silverware, orders on different houses will be given, and the winners can select their own prizes. — *Globe*.

WE trust this rumor is untrue. Such prizes may attract wheelmen who go into races for what they can make out of it, but the true amateur will shrink from accepting them. The true solution of the amateur question lies with the managers of tournaments who will, by offering souvenirs of small intrinsic value, drive the professional amateur to his proper situation.

AN increase in the utilitarian purposes of the tricycle would do so much to advance the interests of cycling, and would give to it such a strength and permanence that we dislike to see even an expression of opinion tending to confine the bicycle and tricycle to athletic and recreative uses. We feel therefore compelled to take issue with the *Cyclist and Athlete* on the tone of its editorial of last week on "Wheel Motors." In the first place, no motor can ever rob cycles of the pleasures and benefits their present method of propulsion brings. Even the most successful and serviceable mechanical device will not cause a diminution in the success of cycling as a sport and pastime. Any appliance which would create a public demand for better roads would prove of permanent value to cyclists and the cycling trade. Our con-



temporary seems to regard cycling from solely a sporting point of view, and wishes to discourage anything that will relieve it of an athletic character. We are in favor of putting bicycles and tricycles to practical uses, not for the purpose of lessening their value as pleasant methods of locomotion or athletic purposes, but because we believe in the advantages to be derived from their adaptation to the every-day uses of business.

We want to see tradesmen using cycles to facilitate business; and we cannot see that there are any disadvantages to result from the use of "motors." Any method of propulsion will demand better roads than is required by horses, and if successful steam or electrical motors can be applied to cycles and increase their use, it will be a benefit to all of us. Anything that will create a public demand for improved highways is one of our mottoes.

By quite a coincidence the Butcher cyclometer people were preparing to put out a cyclometer about the same size and weight as the new Spalding. To all intents and purposes its method of attachment to the spoke was the same, and though its interior mechanism was entirely different from that of the one produced in Chicago, the action of the cam and the bearing was similar in both of them. We spent some time the other day to test these two instruments, as our attention was called to the fact that at a certain rate of speed the centrifugal force was such that they were carried around, and prevented from recording. Both of them are open to the same objection, and in our opinion both of them are at present unreliable. We may say that since our experiments, which were made in conjunction with Mr. Butcher and Mr. Everett of the company, it has been decided to discard the present arrangement of the new cyclometer, and substitute a fixed case with positive action, instead of the hanging one. Of course when moving at a slow place these cyclometers will hang pendant, and hence register, but at high rates of speed, as when flying hills or spurting on a level, they will not act. A cyclometer that is not accurate, is of no practical utility.

They certainly have a funny way of doing it over in America when the agent of one particular make of cycle is allowed to write an article on the subject of machines in the leading wheel journal. Naturally, he works up his own cycle as the best. He is an able man with his pen, but surely he doth protest too much when he claims three hundred miles in the day and one

hundred miles within seven hours for the machine which he sells. "Advt." should be put at the end of his article. — *Cyclist*.

We have little appreciation of the humorous, and it is seldom that we are thought to be "funny," but the above has forced a quiet smile to break out and wrinkle up our usually sedate facial conformation. We will suggest to our friend, the London editor, that it is just as proper for Mr. Wilcox to write about safety bicycles as it is for F. Warner Jones to write on tricycles, and puff the Devon swing frame, or for W. T. Shaw to write long letters on gears, which are obvious "advt.s" for the Crypto.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Amateurs v. Professionals.

*Editor Bicycling World:*—The remarks of Dr. Geo. E. Blackham in a late issue of the *WORLD* on the amateur question, are, in my opinion, quite to the point. There is not the slightest doubt but that many of the L. A. W. members have forfeited their standing as such, by playing polo with teams whose members are all or in part professionals, or those who have played base-ball, or engaged in some other athletic exercise for money prizes. The question which we must answer, and that at once is, what are we going to do about it?

Doubtless, nearly all the men so playing and losing their standing, did so without once thinking of the possible and even probable results. Now is it right that they should be expelled from the league for such conduct? Or, to put it as Mr. Blackham does, Can the L. A. W. afford it?

If this matter should be investigated, it would be found that a very large proportion of the league had become professionals in the above or some equally absurd way. Here is an instance which came directly under my own notice. Two polo teams were organized in this city. They were all amateurs, and in good standing, and many of them were bicycle riders. C, of team A, being a good skater, is challenged by E of a neighboring town to race. The race takes place, and E being a professional, of course makes C a professional also. In the next game the two polo teams play together; C playing as usual, makes every member of both teams a professional, and of course, every game played by either team with outside teams creates new professionals; and so the result of one man's being a professional is far reaching in its effects. The cases may not all be of the same nature as the above, as some

teams have professionals in them at the start, but the result will ever be the same.

If our rules be strictly enforced, we shall lose fully one half our entire membership in less than six months. Why should not professionals, if in every way respected, become members of our organization? Are they any worse than a great number of amateurs?

How many of our amateurs would enter and race if there were no prizes? Therefore, does not the same spirit, to a great extent, animate both amateur and professional?

The L. A. W. has paid more attention to racing matters than to any other one thing, I think; why should this be the case? Probably three fourths of our membership are non-racing men, and it seems to me that the league should devote the greater part of its time and money for the "greatest good of the greatest number;" and this is certainly not the protection of the minority from the "so-called" contamination by contact with professionals. Not that I think that the league has done nothing in other directions, for it has done much, but much more might be done if less thought and time were spent to determine whether C should be expelled for racing with X.

If our amateurs must be protected from the professionals in racing, do so by reducing the value of the trophies, and the man who makes a business of racing for a living will not race for honors only, and the amateurs will have their races to themselves.

Which shall we do, adhere strictly to our rule as at present, and have our membership reduced one half or perhaps more, or abolish the class distinction wholly?

A new rule might perhaps be made, but I hardly see how one could be made to cover the cases which may occur, and give satisfaction.

Another thing which, in my opinion, needs changing, and that is the rule which makes all terms of membership expire at a stated date, regardless of the time of election. This matter has before been spoken of by W. E. Gilman, and his views on the matter are mine. Membership should run from the date of election for one year. I cannot see why this would involve more work to our recording secretary; it would be virtually the same work, but extending over a greater period.

The growing needs of our organization plainly show that the recording secretary to properly do his work, must devote his whole time to League matters, and of course he should be properly paid for it. If this is borne in mind the objection of this change involving more work will lose weight.

I don't wish the reader to infer that I think our present recording secretary has not done his duty, for I think he has, and more than his duty, and for his able and untiring exertions in behalf of the L. A. W. he deserves, to say the least, our sincere thanks.

The most serious objection to this change would be in the tickets, but it seems to me that a hotel clerk or landlord who will notice the date on a ticket will not pay much attention to the color.

I also hold a better opinion of L. A. W. members in general, than to think they would stoop to use an expired ticket to obtain reduced hotel rates.

G. RUMBLER.

RUTLAND, VT., 9 Feb. 1885.

#### A Note of Warning.

*Editor Bicycling World:*—The following is a copy of a communication, I have forwarded to the official gazette. As I desire to give it as wide a circulation as possible, I will ask you to give it a place in your columns.

ABBOT BASSETT,  
Chairman of the Racing Board.

The undersigned desires once more to issue a note of warning to wheelmen who engage in polo at the skating rinks. An impression has gone abroad that the League of American Wheelmen would modify the amateur law, or would make it apply to wheelmen alone, and thus open its doors to the professionals in other lines of sport. The absurdity of such a proposition is shown on its face, and he who carefully considers it, will dismiss it at once. But the action of the Board of Officers at the New York meeting has given a death blow to any hopes that may have arisen in the minds of those who have lost their amateur status at polo, for it was the sentiment of that meeting, expressed and recorded by vote, that the amateur rule should be adhered to strictly, and important amendments were voted that made the law more stringent than before.

Now that the season is about to open, the Racing Board desires to impress upon all those who enter races, the necessity for a careful scrutiny of the entries on every occasion and recommends a liberal use of the privilege to protest any and all competitors. It is safe to say that nineteen in every twenty polo players are professionals, and the proportion is so large that it will be well for wheelmen to protest every polo player who enters a race unless he is known to be an amateur beyond a doubt. To those wheelmen who have lost their amateur status at polo, the way of return is easy, and it rests with themselves. Let them connect themselves with an amateur polo organization and subscribe to the amateur rule which may be adopted. If the rule is similar to that in use by the leading athletic associations of America, they will then be recognized as amateurs in other sports. In brief, the passport to the amateur ranks of cycling must come from the associations organized by the participants in the sport wherein the standing was lost. Mr. Egan of the Board was organized in New York an amateur polo league, and the amateur law of the N. A. A. A. has been adopted. Chief Consuls and Representatives will

do well to use their influence among wheelmen who have been playing polo to form amateur leagues, and to adopt the amateur law. There is time between this and the active racing season, for much work to be done in this direction, and it should be taken hold of at once. The Racing Board is pledged to a strict, and thorough enforcement of the amateur law. They have found it hard to get evidence that will convict, up to the present time, because a great many wheelmen have been drawn into professionalism unwittingly, and men have been unwilling to expose them, and bring upon them the penalty that such exposure would lead to. After the opening of the racing season the Board promise an active campaign under the new rules adopted at New York, which will without doubt be ratified by the full Board of Officers, Consuls and Representatives, and State, Racing Boards, will be called upon for assistance in protecting wheelmen from professionals. The way of return to amateur ranks has been pointed out, and there is no longer any excuse for professionalism in the ranks of the polo players who wish to remain amateurs. The Racing Board looks with suspicion upon the acts of wheelmen who let themselves to manufacturers as mechanics, and spend their time travelling about from rink to rink giving exhibitions in fancy riding, taking therefor a sum of money which they are pleased to call "expenses." All such persons will receive attention at the hands of the Board in due time.

ABBOT BASSETT,  
Chairman Racing Board.

#### The Speedwell Show.

(Specially reported for the Bicycling World.)

ERE you receive this the above exhibition will have passed into history. This, its fourth annual exhibit, has far eclipsed its predecessors, both in variety and quality, and the daily influx of visitors must have gladdened the heart of its proprietors, and again given them an idea of the interest the Midlands take in their crack club, for the "Speedwell" is the "Springfield" Club of England. Whenever they undertake anything, success is assured, for their members, numbering two hundred, are composed principally of the best business men in Birmingham, which fact at once places them in a position that commands respect, and augurs well for any project they may contemplate. The history of the club has been one that every Midlander can look upon with pride. Of course there have been times when the balance sheet caused the brows of the finance committee to assume a corrugated appearance, but the result of the last show finds Birmingham hardly wide enough to accommodate the smile that pervades their features. That the "Speedwell" is the pride of the Midlands no one will dispute. Its members in public and private life, on the road or on the path, as organizers of the largest cycle show in England, or as contribu-

tors to worthy necessity, have ever held the foremost place in cycloedom. The names of Cox, Bird, Palmer, Illston, Chambers, Anster, and others too numerous to mention, are known wherever there is a votary of our steed.

Had you, Mr. Editor, and your readers, been with me during the past week, the foregoing would have been more thoroughly impressed upon you; for a novel feature of the late show was a collection of part of the prizes won by members of the club. To say the collection proved an attractive feature, would be expressing it quite mildly. For I don't think such a collection of trophies could be assembled by any other club in the world, comprising, as it did, championship medals for nearly all distances, handicap medals, road ride medals, bronzes, clocks, watches, jewelry of all descriptions, silver articles too numerous to mention, bric-a-brac in endless variety, to say nothing of a host of bicycles unable to be shown, owing to lack of space; the chief prize in the exhibit being the "Surrey Cup," that has been held for two years by C. A. Palmer; he also exhibiting eleven other very valuable prizes, all firsts, won in scratch races, making a collection of which any one might be proud. Chambers, Illston, and Anster made a very good showing, the prizes of the two former that were won at New Haven and Springfield, United States, proving very attractive. In all, there were nineteen exhibitors, having three hundred and ninety-five prizes exhibited, and I am informed that these were but little more than half of those in the possession of members of the club.

In dealing with the show proper I hardly know where to begin, but to go into complete detail would be distressing to your readers, and surely secure a place for this in the w. p. b., so we won't. Rudge's had the largest exhibit in the hall, upwards of a hundred machines, many duplicates, of course. Their four-in-hand attracted considerable attention, as did Howell's racer, on which he defeated Fred Wood. Their work was up to its usual high order. Hummel, Marriott & Cooper came next, with the coming champion, Cripps, with his usual good nature, as courteous and obliging as could be to any asking for information regarding the wheels that he has pushed successfully to the front the past year. Quite a number of record machines were on this stand. Among the older firms there seems to be a tendency to stick to their old patterns. Especially is this the case with bicycles, but I saw one display that attracted more attention and favorable comment than any other display in the hall, namely: The St. George's Foundry Company's display. Here were truly the novelties of the show, a true tangent wheel, and the best detachable handle-bar yet made; and, from the cards attached, it will not be long before some of your readers will become familiar with the above, for I saw they were specimen machines for Messrs. S. T. Clark & Co.,



Baltimore, Md. That they will prove the thing for riders in the United States I have no doubt, for a more rigid wheel I never saw. The wheels are different from the laced wheels, although resembling them somewhat, each spoke being crossed seven times, which is impossible with an ordinary laced wheel. The handlebar is a gem, being made of one piece of tube, tapered. It is the strongest where the most strain comes, and is detached in a minute. A racer, also, showed up to good advantage. It was a veritable humming bird, piano wire, 16 B. W. G., double-butted spokes; its beautiful outline, finish, and lightness, was the admiration of all. These novelties are the outcome of the fertile brain of that noted rider, Mr. C. A. Palmer, who has charge of the bicycle and tricycle departments of this large corporation. In tricycles, the great tendency is to tandems, nearly all showing them in some style. One thing I noticed on bicycles, only one firm had double ball bearings on their machines, which probably goes to show single to be good enough, or the best; but possibly the recent decision, *re* Bown *vs.* Humber, may have modified their adoption.

I noticed that eleven firms that exhibited, used Morgan's roller chain for tricycles. I think that is the coming chain. There is also another competitor for public approval, *re* ventilated handles. The last is a continuous spiral wire handle, brazed at the ends, for both two and three wheelers. They look good, and may prove good. Safety bicycles were out *en masse*; every one had some kind of a safety? Some were fearfully and wonderfully made. I think that if I had had an ordinary American chain pump, and used two handles instead of one, it would have been as practical as some I saw. The Kangaroo and Rudge seem to have the call at present. One interesting trike I noticed. It was a ten-speed one, a marvel of ingenuity, but of little practical value, I fancy. Two large makers were conspicuous by their absence: Hillman, Herbert and Cooper, and Bayliss, Thomas Co. May be they had nothing new to show, or felt too tired to show what they had.

I am afraid you are already crying *quantum suff.*, so I'll pull out a stop, but will try and write you again before the next Speedwell Show. By the way, the *Cyclist*, in its exhibit, gave the *World* quite a puff (and itself at the same time, to wit: "Than which (the *Cyclist*) there is no higher authority.")

EX ROVER.

#### Size of Tricycle Wheels.

MR. F. WARNER JONES, the author of a treatise on tricycle construction, has been writing some articles on the size of tricycle wheels. They are too long for us to copy at present, but we give his conclusions, which he sums up as follows, his remarks applying to ordinary front steerers:—

"A rider should ride ordinarily a wheel

two thirds his height, if he sits over the axle, as in the Salvo or Devon type. The front wheel should be 20 inches for a 48-inch wheel, and about 32 inches in front of the axle.

"The height of the rider and the machine—or in other words, the mutual centre of gravity—regulates the distance of the front wheel from the axle.

"If a rider sits in front of the axle, so far may the wheel be reduced in size.

"The usual sized wheel is the best, geared up or down according to strength, if ordinarily active.

"For racing on very good roads, where the rider leans well over, the wheels may be an inch or two smaller.

"For very bad country, or if not of average strength and activity, use speed power gear, a tug or a swing frame, and always sit so as to get the foot at right angles to the crank at half stroke."

In regard to the proportions of the size of the wheels, he says they "would be, therefore, 48 inch and 20-inch, 46-inch and 22-inch, 44-inch and 24-inch; 40-inch 28-inch, to 17 inch, equal for a 6-foot rider. It will be seen, however, that either placing a small wheel further in front of another, making it larger and at the same distance, has the same effect as regards overcoming resistance, though not as regards carrying weight or steering."

We would recommend our manufacturers to study Mr. Warner's articles carefully, for if he is right most of them are wrong.

#### What An Amateur is.

A DEFINITION BY THE NATIONAL ASSOCIATION OF AMATEUR ATHLETES.

The committee appointed by the National Association of Amateur Athletes of America to define an amateur has made the following report:—

To the National Association of Amateur Athletes, etc.:

The committee appointed to submit to you a draft of a definition of an amateur athlete respectfully presents the following definition:—

"An amateur is any person who never competed for money, or under a false name, or with a professional for a prize, or where gate money is charged, nor has ever at any time taught, pursued, or assisted at athletic exercises for money, or for any valuable consideration."

Your committee desires to say that in preparing this definition it has endeavored to draw the line between professional and amateur athletes as closely as possible, and at the same time omit certain words which seem unnecessary and superfluous in the present definition. The words referred to are: "In an open competition, or for a stake, or for public money, or for gate money."

The committee thinks that the word "money" is sufficient to cover any question brought on these clauses.

In the last clause of the definition the committee thinks that the words "at any

time" are preferable to those in use at present, viz.: "At any period of his life."

The committee respectfully submits that in this opinion the service of amateur athletes for money or for money's worth at professional competitions as referees, judges, scorers, or officials of any kind is a detriment to amateur athletics, and should be discontinued.

The committee is of opinion that any amateur rendering such services for money or its equivalent should be debarred, and has, therefore, in the draft of definition as submitted by it embodied a clause which it thinks will cover this point.

#### Professionalism.

A WRITER in the C. T. C. *Gazette* thus treats of "Professionalism":—

"Will it be regarded as rank heresy if I express the opinion that it is desirable for the C. T. C. to form a division for professional cyclists? I am aware such a change cannot be made—if at all—until the next half-yearly general meeting; but I think that if the subject be mooted now, sufficient time will elapse for such a representative expression of opinion to be made, through the *Gazette*, as will enable us to gauge the views of the club at large before the time comes for a decision."

"The day has long since gone past when the distinction between professional and amateur was tantamount to that between blackguard and gentleman; and the question for decision is mainly—are professionals, *as such*, unfit to enjoy the benefits of the Cyclists' Touring Club?"

"Just at the present time very tangible evidence is being afforded that the wheel world cherishes great respect and regard for one of the oldest of the cycling professionals, John Keen being indeed a worthy exponent of the dignity of professionalism; and there are scores—nay, hundreds—of men now living in the enjoyment of the respect of those who know them, but who are debarred from membership in our club for the sole reason that they have, at some period in their lives, been professional athletes."

"Once a professional, always a professional" is right enough as a principle governing *sport*; but it seems an absurdity that the Touring Club—in no sense a sporting organization—should be closed only to those men who have once-upon-a-time ridden cycles, or rowed boats, or run, or walked, or participated in some other phase of athletic sports, for pecuniary gain. As a social question, it must be decided in the professionals' favor, for there is nothing to prove that a touring cyclist is any the lower in the social scale by reason of having once been a professional athlete; the probabilities, as any unsentimental man of the world will admit, are in favor of the supposition that such a man would be socially superior to many of the amateur youths who now rejoice in membership; and there appears to be no valid reason in favor of the continuance of the exist-

## BARGAINS IN BICYCLES

As we have given up the agency of Messrs. SINGER & CO., of COVENTRY, ENG., intending to devote all our time and energy to the sale of Messrs. **D. RUDGE & CO.'S** celebrated Bicycles and Tricycles, we have made arrangements with our licensors to place the few remaining British Challenge Bicycles we have in stock on the market at a reduction of \$10 from the list price. These are all perfectly new, of the very latest pattern, and are finished either in Harrington's Enamel or Nickel.

Riders intending to purchase new machines in the spring, cannot do better than to take advantage of this unusual offer, as our stock is limited.

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NEW PRICE, 50-INCH, ENAMELLED and NICKELLED, COMPLETE, \$126.50

When Money is Sent in Advance the Freight will be prepaid by us.

Machines can be sent C. O. D., but orders must be accompanied by enough money to pay express charges both ways. In case the goods are not accepted from any fault on our part, the money will be returned.

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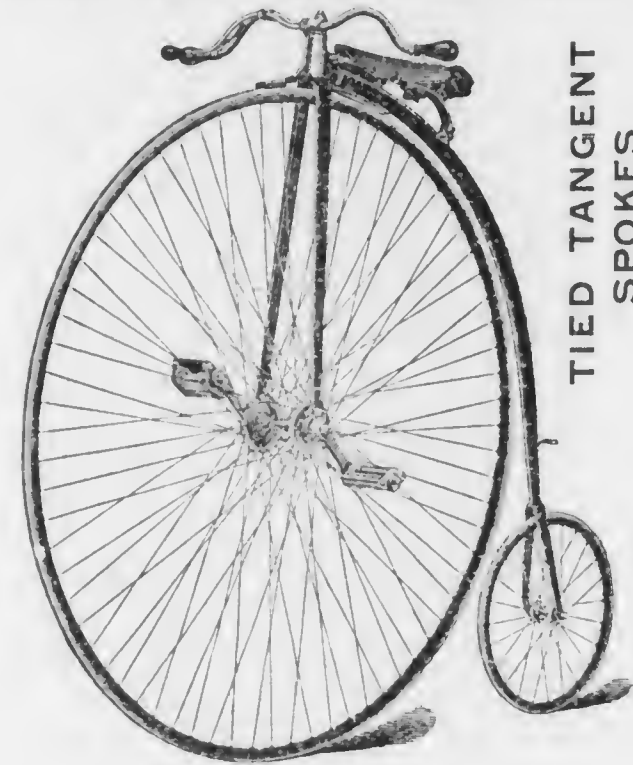
Cleveland Headquarters, DAVIS & HUNT, 147 Ontario Street.

Buffalo Headquarters, BULL & HAYNES, Main and Chippewa Streets.



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This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's Record

Fastest One Mile - - - 2.39.  
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No Other Wheel in the World holds two as fast records!

A Rigid, Superbly Built Bicycle!

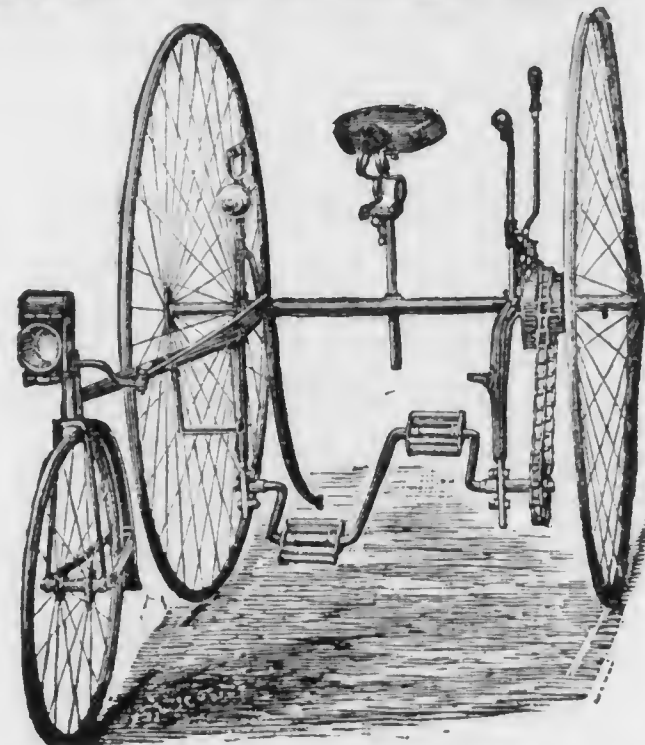
We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes, 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.

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WINNING SAFETY "KANGAROO."  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"

Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as, the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

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For Less than the price of a good second hand, low class wheel.

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ing amateur qualification. It is not now possible for a man to enter for amateur athletic sports or bicycle races merely on the strength of membership in the C. T. C., and the necessity for avoiding such a danger is consequently past. I cannot conceive any objection, in fact, to the admittance of professional athletes into our Touring Club on the same terms with amateurs; a disreputable professional can be kept out just as effectually as a disreputable amateur can; and it is contrary to the otherwise liberal policy of the club to single out this one class of persons from all others, as the one class whose business—present or past—debars them from enjoying the privileges of the C. T. C. organization when touring by tricycle or bicycle.

"What I would propose, then, would be the formation of a professional division, into which all professional athletes to whose reputation as individuals no just objection was advanced, should be admitted on terms of equality with other members. The inscription of the name of such division on such members' certificates of membership would adequately guard against any possible misuse of the privileges. Should this proposition not be palatable to the club, I would modify it in favor of restricting such professional division to retired professionals, excluding only such as still follow their profession for pecuniary gains.

In advancing this—perhaps startling—proposal, I am not indulging in any mania, but confess myself open to conviction, and therefore look forward to a temperate discussion on the subject. And, lest it should be supposed that I advocate my own cause—as (e.g.) Mr. H. O. Duncan did when writing in favor of professional races being promoted by amateur clubs—I depart from my usual practice and indicate my amateurism by signing myself

"ONE OF THE ORIGINAL FIVE HUNDRED."

Lyra Bicyclia.

"Sixty Poets on the Wheel," is the title of a second edition, just published, of a book long familiar, by name at least, to the cycling public. Issued now under our own auspices, and being intensely peculiar in its qualities, we give it an unusual prominence of notice. The previous contents are carefully revised, weeded, and improved, and enlarged by fifty pages of new poems, some of which have appeared in *Puck*, *Boston Transcript*, *Courier*, and the *World*. It is now a handsome and well bound volume of 160 pages, packed with matter much in excess of the titles given in a long table of contents. The author, Mr. J. G. Dalton, in a second preface, asserts his aims and methods in a manner both haughty and jocular, and "offers the book as an artistic novelty in American humor, and a step toward the racy and hardy poetry of the future." The price is rather less than usual for books of same make up, as we think it

has that within it which will lift a small edition to its readers without the costly aid of the gas of the puffery system.

The theme so plain in the title hardly promises to sustain such bold efforts at high poetic art as follow; but opinions as to the first edition, some six years ago, were favorable in proportion to the literary rank of their source,—in book notices and private notes. Chas. G. Leland, "Hans Breitmann," spoke very highly of it; and Frederick Locker, Lord Lytton, and a dozen others of note responded in much more than civil terms.

This edition is far superior, outside and inside, to the first. The later pieces show a more free and facile hand than some of the early ones. Largely parodic, of a strangely lofty tone, beside numerous originals, the great variety of form and metre, and a musical and vivid diction, convey the gayest laudation of cycling in many aspects, from diverse points of view of several characters, young or old, which are assumed. The adaptive or imitative portions result from a close search in about all the poetry of our language, and much in Latin—the latter usable only for titles, mottoes, etc.—and of translations from other tongues. For all the implied simulation of others, one tone style is more or less recognizable throughout as new and peculiar. The art of ramming much meaning into a few words, and of making pictures and music with words, has been carefully studied.

The book is a phenomenal one. Much in it may shock certain good people who hate to have any live idea assert its right to embody itself or revitalize old forms. An original thing is sure to make enemies of such. The wide latitude allowable to comic poets, our author avails himself of, but within the limits of decent expression in his loudest levity and boast. The chief spirit is one of genial mirth and open air activity, against so much fine verse of the day with no heat or light in it. In short, we favor the book as being full of life, as unique, and readable. Though interested we are independent, and having thus far deviated from our own practical line, we are ready to deliver the volume over to the judgment of readers, as *per* advertisement.

A SOUTHERN TOUR.—There is a movement on foot to organize a tour to start either from Montgomery, Ala., or Atlanta, Ga., about the middle of August, for Washington, D. C. The trip proposed is via Atlanta, through Northwest Georgia, South Carolina, and North Carolina to Danville, Virginia; thence to Richmond and to Washington. After a few days' stop at Washington, those wheelmen who have the time to spare will wheel it through Baltimore, Wilmington, Philadelphia, New York; then up the Hudson and return via Springfield to Boston, and thence by steamer to Savannah, Ga. Several wheelmen from Montgomery, Columbus, and Macon have signified their willingness to join.

UTILITARIANISM.—An English exchange graphically describes how a fire broke out in a pianoforte manufactory, and how one of the proprietors, being a cyclist, dashed out with his machine, mounted, and went at a cracking pace for the local fire headquarters. So fast did he travel that it is said that had the handicapper spotted him, a new scratch man would have been discovered. However, he accomplished his purpose, brought the fire engines to the scene of action, and prevented a conflagration.

BERMUDA PHOTOS.—We are indebted to Mr. C. H. Lamson for some excellent and interesting photographs, taken by himself on the islands of Bermuda during the recent trip of American cyclists there. The following is a complete list of the pictures taken, which will be sold at fifty cents each; set of thirteen, \$6.00, or set of twenty \$9.00. Orders received by us. 1. Group on Hotel Terrace, 27 January. 2. On the road to St. Georges; Group at Ruins.\* 3. Native Crowd at Georgetown (instantaneous). 4. Palms in St. Georges, tropical (instantaneous).\* 5. Group at the American Consuls, with Cocoanut Tree.\* 6. Group at the India Rubber Tree, 28 January.\* 7. Royal Cabbage Palms from the Garden (instantaneous). 8. Royal Cabbage Palms from the Road (instantaneous).\* 9. Characteristic Native Dwelling.\* 10. View of Hamilton, from Paget.\* 11. The Deep Road Cut on Mt. Langton.\* 12. Group in Park, and View of Hotel, 29 January.\* 13. Cedar Avenue,—a fine picture.\* 14. Our Boarding House, with Group; Little Darkey on Tricycle.\* 15. The Party in the Ruined Cathedral; Elwell's Pride.\* 16. Front street; The Royal Bermuda Yacht Club Quarters (instantaneous).\* 17. View of Harbor from the "Moondyne." The Wake (instantaneous).\* 18. Anchorage of Steamer "Orinoco," off Ireland Island, from deck of the "Moondyne" (instantaneous). 19. Upper Deck of "Orinoco," and View of Dismantled Bark (instantaneous).\* 20. The Captain and Pilots on the Bridge of Steamer "Orinoco;" Negro Pilot in Charge. Last View of Bermuda (instantaneous).

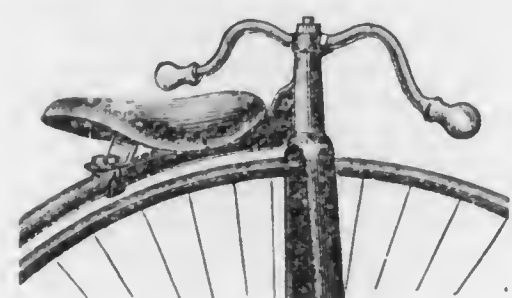
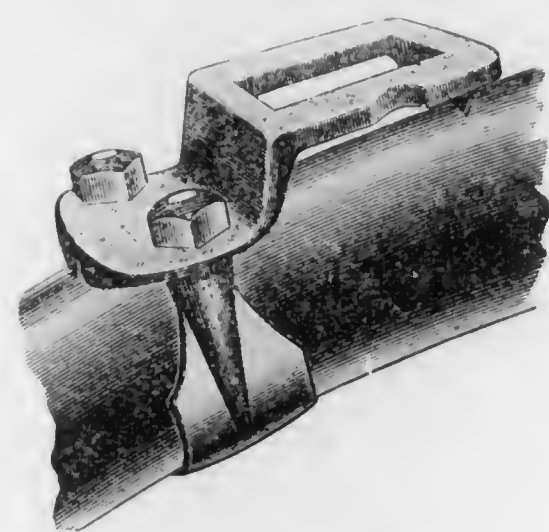
\*The best pictures.

W. B. CURTIS.—William B. Curtis, a well known all around athlete of New York, and editor of the *Bicycling* department of the *Spirit of the Times*, who met with a serious injury while lifting heavy dumb bells a few months ago, recently sustained another injury. On Monday last he started with a party for Little Falls, on the Hackensack River. When nearing the end of their journey Mr. Curtis was seen to suddenly halt. It was then discovered that one of his sinews of both legs were badly wrenched, and he had to be assisted home, and attended to by a doctor.



## MANUFACTURE

Buffalo Saddle Clip.



MADE BY BULL &amp; HAYNES, BUFFALO, N. Y.

THIS is a clip designated to be fastened to the backbone of a bicycle, more especially to accommodate the American saddle, which having a spring can dispense with the usual one fitted to machines. It can be fitted to any backbone, and will take any saddle intended to be clamped to a spring. It is especially well designed for racing saddles, where it is advisable to dispense with a spring, and get as close to the perch as possible. It is strong, well made, and nickelled, weighs but five and a half ounces, and will fill the requirements it is intended to.

## CURRENTE CALAMO

CHIEF CONSUL CURRIER, of Massachusetts, had planned to go to the New York meeting, but the destruction of his mill by fire two days before kept him at home.

"DINING in Camera" is what they call it across the herring pond when a club excludes guests.

We have not yet received our stock of "Health Upon Wheels," but expect it in a few days. We are booking orders for it very fast.

THE Sunday *Globe* of 21 February, made the statement that Wm. B. Youngman had joined the professional ranks. Mr. Youngman promptly denied the assertion, and he calls upon the Racing Board for an investigation. The Boston correspondent of the *Wheel* follows the *Globe* in making the same statement.

Two members of the Boston Club are projecting an all day run to Portsmouth, another to Worcester, and another to Providence, on the tricycle the coming season.

We have prepared a blank for the use of agents who wish to get up clubs for the WORLD. Send for one and use it among your friends.

MR. W. C. PALMER, for the past six months with the 'cycle department of Stoddard, Lovering & Co., left for New Haven last week, where he will assume the management of a cycle agency.

THE Kentucky division, L. A. W., numbers sixty-nine members, thirty-three of whom hail from Louisville.

MR. A. L. ATKINS' road-book of Boston and vicinity is now in the printer's hands, and will soon be ready for delivery.

MR. C. K. ALLEY, late corresponding secretary of the L. A. W., has been in Boston during the past few days.

EUFAULA, ALA., surpasses any other city, as far as heard from, for the youngest fancy bicycle rider. Master J. H. Reeves, Jr., age five and one half years, rides in rank with grown men of the club, and beats them all in fancy riding. At their last club ride he attended as usual; after their return he was given the floor to show his tricks and fancy riding. He rode hands off, legs over handle-bar, kneeling and standing in the saddle, besides quite a number of tricks, winding up with the awkward performance of showing how the beginner takes a header.

FOUR of the Massachusetts Bicycle Club, Messrs. Henry W. Williams, W. S. Slocum, H. E. Parkhurst, and Frank W. Freeborn, will take a week's trip this summer, probably along the north shore.

ASA DOLPH is taking regular practice in a gymnasium, and declares he can get inside of 2.39 next Springfield races.

R. BARKER, of Lockport, N. Y., claims to have a racing bicycle weighing thirteen and a half pounds. If true, he owns the lightest bicycle in this country.

It is stated on good authority that a number of the original subscribers to Karl Kron's "X. M. Miles on a Bicycle," have since died of old age.—*Globe*. [The *Globe* is mistaken; they were talked to death.]

THE membership in the Canadian Wheelmen's Association is now 662.

PRESIDENT DUCKER, and Jacob C. Morse, bicycling editor of the *Herald*, have applied for membership in the Massachusetts Bicycle Club.

At the next L. A. W. parade, if the new by-laws are adopted, the Rockingham Bicycle Club, of Portsmouth, N. H., will be entitled to the first position. New Hampshire was the first State in which the L. A. W. members formed a State organization, and chose officers under the auspices of the L. A. W., which was effected 18 September, 1882, in accordance with the rules allowing the formation of State Divisions adopted at the Chicago meeting that year.

THE Pope Manufacturing Company

have fitted up a Centaur tandem as a Carrier tricycle, and are using it to distribute the Columbia valentine. Mr. Frank Hentz decorates the rear seat, and a huge hamper takes the place formerly occupied by the front rider. The machine has attracted a great deal of attention on the street.

A SPECIAL sleeping car will leave Boston, on Saturday, the 16th of May, to convey members to the Annual Meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month. C. T. Cites will do well to bear in mind that an early application for berths will be desirable.

"THE army of men in grey" is assuming quite aggressive proportions. A club tailor to the C. T. C. has been appointed for St. Louis. The Boston tailor is overwhelmed with orders for the coming season, and the Chief Consul reports a succession of inquiries from all over the country from clubs who appear to find in the mere privilege of wearing its uniform a sufficient inducement for joining the C. T. C.

A POOL and brilliant tournament will be commenced at the Boston club-house at an early date.

MR. GEORGE D. GIDEON, of Philadelphia, was in town a short time since, and we had the pleasure of making the round of the club-houses of Boston with him. He has arranged to handle the Victor bicycle in Philadelphia.

EDWIN OLIVER, of the Citizens' Club, of New York, will manage a weekly paper in Troy, N. Y.

MISS ELLEN TERRY tells a story of a boy who wrote to her, asking her to help him buy a bicycle, and suggesting that if she felt in a generous mood to the extent of his petition that she buy it at "his brother's store, where the best kind are kept."

THE members of the Boston Bicycle Club who attended the L. A. W. meet at Chicago in 1882, are to have a reunion and dinner at the Parker House, on Saturday evening, 14 March. E. C. Hodges, E. W. Hodgkins, C. W. Reed, and G. B. Woodward have the matter in charge, which assures a good time.

TREASURER TERRY is going South.

MR. E. F. HILL, of Peekskill, is nominated for Chief Consul of New York by his club. Mr. Hill would fill the office with honor to himself and the wheelmen.

SECRETARY AARON has paid for the dinners of Messrs. Jenkins and Bassett, and the little dispute about the editor's race at Springfield is over.

A CLARKSVILLE, MO., correspondent writes: Cycles are put to all sorts of uses with us. The mail is carried on a Star to one of our neighboring towns, and the most useful of all is my sociable. When snow is not hub deep my lady

partner comes to my office and wheels me to dinner.

MR. GEORGE WOODCOCK, trading as D. Rudge & Co., has charged Harry Leeming who acted as trainer and right hand man for Sellers & Howell during their trip here with embezzlement and falsification of books while acting as his Manchester agent. The case has been postponed.

THE North Shields correspondent of the *Cyclist* tells the following story about R. H. English, the celebrated English champion: I have this week a very interesting anecdote to relate concerning the amateur champion (Bob English) and Mr. C. Dutton, who, on Tuesday last, left North Shields for a spin round the seaside. On reaching Old Hartley, the latter's crank came off, and his horse refused duty; the mishap being of such a character that repair at this juncture was out of the question, English suggested towing Dutton, as he found that to accompany him with one pedal would indeed be slow work. The champion soon secured a clothes (tow) line, and placing his mate's saddle well back, he fastened the cord to the machine head, at the same time telling Dutton that if he felt insecure, he had simply to "let go" his rope. Away went the couple on their homeward-bound journey, which was upwards of eight and a half miles. Before they had gone far, a "mugger's" cart was overtaken, when the driver ejaculated, "Old fellow, you're well handicapped."

"Not sufficiently weighted, but I think I can beat you," reiterated Bob. Then away he went, never consulting his "stable companion" whether the race would be agreeable to him or not, but dragged him along at a rattling pace, like a sparrow on a pigeon's tail. The "mugger" was equal to the occasion, and an exciting tussle ensued until the entrance to the Hartley Lane was reached, when each depended on the other taking the lead, so as to pass the narrow opening in safety, but "birds of a feather flock together," a sudden collapse occurred, and in a moment, flesh, steel, wood, and mud were mixed, but fortunately, nothing very serious resulted, with the exception of a slight chip from the champion's nose. He, however, still thinks it is long enough. A mount was again made, and English towed his mate another four and a half miles up hill and down, and dragged him at "top speed" right into the heart of the town, when it was found that Dutton had been completely "bamboozled," neither daring to leave his saddle, nor be left from home to walk.

At the regular meeting of the Ixion, N. Y., it was moved and carried, to suggest E. F. Hill, Esq., of Peekskill, N. Y., for the office of Chief Consul New York State L. A. W., as the club highly recommend him, and indorse the following representatives: J. C. Gulick, New York; F. A. Egan, New York; Robert Hibson, Brooklyn; C. K. Alley, Buffalo; A. E. Fau-

quier, Mt. Vernon; E. W. Adams, New York; J. W. Clute, Schenectady; F. B. Graves, Rochester; Geo. Dakin, Buffalo; J. G. Burch, Jr., Albany; J. R. Adriance, Poughkeepsie; Knight L. Clapp, New York; W. S. Bull, Buffalo; A. H. Scatergood, Albany; Joshua Reynolds, Stockport; Geo. R. Bidwell, New York; Chas. Townsend, Weedsport; A. W. Guy, Brooklyn.

It is time something was done by Massachusetts wheelmen towards nominating a list of officers for the League Board. If the clubs will nominate, we shall be glad to publish the nominees.

BY cable to the BICYCLING WORLD:—London, 4 March, 1885. W. H. Gaskell, of the Ranlagh Harriers, sails to-day for America, as representative of the Coventry Machinists' Company.

F. B. BALL.

SEND for BICYCLING WORLD of 3 April.

## RACING NEWS

ENGLISH RACING RULES.—An important meeting of the Council of the National Cyclist's Union, took place at the London Tavern, on 12 February, when the business consisted principally in reviewing a code of rules and regulations for the government of race meetings. The executive's draft was adopted in the main, with a few verbal alterations, but the revised definition of an amateur met with so much adverse criticism that it was ultimately referred back to the executive. The chief points in the new code are that bicyclists' starters must keep both feet on the ground behind the mark; tricyclists must start without the assistance of a pusher-off; all tracks shall be measured twelve inches from the kerb, and be run left-hand inside; the finish of all races to be judged by the first part of the machine which touches the tape (fastened flat on the ground) at the winning post.

BEST SOUTHERN RECORDS.—Five miles—J. H. Polhill, at Macon, 19 February, 1885, 19.23½. Two miles—J. H. Polhill, at Macon, 28 October, 1884, 7.20. One mile—Frank X. Mudd, at Montgomery, Ala., 9 December, 1884, 3.31. Half mile—Frank X. Mudd, at Montgomery, Ala., 16 July, 1884, 1.35. Quarter mile—T. L. Ingram, Columbus, Ga., 45 seconds. Half mile—(tricycles), J. B. Burdette, at Nashville, Tenn., 11 July, 1884, 2.34. Quarter mile—(hands off), J. H. Joseph, at Columbus, Ga., 18 July, 1884, 1-03½.

WOOD TO HOWELL.—*Sir*,—I do not know whether Howell thinks he has only to flourish a "fiver" to frighten all the "aspirants" to championship honors. For my part, I am pleased to find that he has courage enough to issue at last a fair challenge, and, to stop all further palaver, I'll run him on his own terms, twenty-five miles, for £50 a side, at

Aylestone Road Grounds, Leicester and bet him another £50 that I win. The result of this match will show which of the two is the aspirant to championship honors. Enclosed please find £5 to cover the champion's deposit, and he has only to send fair articles to the *Sporting Life* Office for my signature to insure being accommodated.

Yours, etc.,

FRED WOOD,

One, Three, Twenty, Thirty, and Fifty Miles Champion of the World.

K. C. W. MEETING, 25 February, at Brooklyn Rink. The first event was a bicycle parade, in which over one hundred wheelmen from the various clubs took part.

One mile race—Ed. Pettus, K. C. W., on a Kangaroo bicycle, defeated T. Hege-man, on roller skates, by ten yards. Time, 4m. 29½s. Fancy riding on bicycle, by M. D. Bloodgood, K. C. W.

One mile tricycle race—A. C. D. Loucks, K. C. W., was first; Ed. Pettus, second. Time, 4m. 54s.

One mile bicycle race, scratch—A. B. Rich, N. Y. B. Club, was first by twenty yards; H. J. Hall, Jr., K. C. W., second. Time, 3m. 14½s.

T. H. Finley, champion, then gave an exhibition of fancy riding on the Star bicycle.

Two mile bicycle race for club members—H. J. Hall, Jr., scratch, was the winner, with E. W. Candidus, 50 yards., second. Time, 6m. 51½s.

Polo on Star bicycles—T. Finley defeated Charles Frazier by 2 goals to 1.

One mile tandem tricycle race—H. J. Hall and J. A. Loucks defeated A. C. D. Loucks and M. L. Bridgman by a lap. Time, 4m. 26½s.

Sixty yards slow bicycle race—T. Finley, Smithville, N. J., was the winner, with W. D. Bloodgood, K. C. W., second. Time, 2m. 30s.

One mile bicycle race, for those who never won a prize at this distance—A. C. D. Loucks won; D. Otis was second. Time, 5m. 35s.

One mile roller skating race for members—C. W. Fuller won easily. Time, 3m. 56½s.

An attractive feature of the evening was the Demon Drill of the Kings County Wheelmen's champion eight. The eight riders were attired in Mephistophelian dress and the leaders started amid flashes of infernal fire, the lowering of the gas light adding to the picturesqueness of the scene. The drill itself was admirable. Twenty-two separate movements were gone through with, the most noteworthy being the "four cross in centre and stand still," and the "stand still by eight and wheel." Capt. Pettus led the drill.

NEW YORK, 28 February, 1885. The Manhattan Athletic Club held its annual games to-night. The two-mile bicycle race was won by P. M. Harris, of the Ixion Club, in 8m. 3½s.



CLARKSVILLE, Mo., 17 February. — Races at the rink. The event of the evening was the one-mile race, between Ed Clifford on a bicycle, and Roberts on rollers. Roberts was given 10s. start, and kept lead until three-quarters, but Clifford won his laurels by a narrow shave, in 3.32. The next was a two-mile race on bicycles. The race was won by Clifford, 3.36, Coke (2), 3.45. Ferr took a header, and dropped out.

An exciting race took place at San Antonio, Tex., 16 February, between W. J. Morgan, on a bicycle, and W. J. Calvert's trotter. The distance was five miles, and Morgan beat the horse by about sixty yards; time, 21m. 35s. Slow trotter! Three-quarter mile dashes were run by Mlle. Armaindo (bicycle) and Scott (trotter) — won by the horse, Armaindo winning the second heat; time, 47s., 46s., 49s.

JOHN S. PRINCE wants to meet Woodside again. He says: "In my races at New Orleans on 13, 14, and 15 February, with William M. Woodside, which were 25, 20, and 50 miles, best two in three, I had the misfortune to fall in the 25 and 50-mile contests, owing to the sharp corners of the track, and my trying to get round them fast. The 50-mile event was the deciding race, as we had won one race each, and when I was on my 31st mile my wheel slipped, and down I came, breaking my machine, and hurting my arms very much. At this time I was leading Woodside by one lap, and I was riding very easy, and if I had not fallen I think I could have easily gained another lap on him before 50 miles were completed. The track was nine laps to the mile. Now, I see by the daily papers here that Woodside claims he could have won the race any how. I would like to say that if Mr. Woodside thinks he can defeat me in any kind of a race, at any distance, he has only to name it and put up his deposit, and I will promptly cover it, and run him on any fair track in America. But I am inclined to think he won't run. If not, I will bet him \$200 that I can beat his said 50-mile record (2h. 54m.), which the papers won't credit him with."

THE Colorado Wheel Club gave an entertainment at the Mammoth Rink, Denver, 6 February, embracing races on cycles and roller skates. A mile bicycle race was won by Silver, in 3m. 15s., Petrie falling in the last lap. A mile-race on skates was taken by Harrington, in 3m. 35s., his opponent, Cronkhite, stopping short of the distance through mistake. A two-mile spin on bicycles between F. E. Kimball and H. G. Kennedy was won by the former, in 6m. 10s. Kennedy also gave an exhibition of trick riding, and Minnie Parks displayed her ability as a fancy skater.

The one-mile maiden bicycle race, of a series which resulted in a chapter of accidents, at the Bay City wheelmen meeting, San Francisco, 10 January, was ridden again at Bay District Track, 15 February,

and was won by Meeker, Tom Hill second. Time, 3.10.

THE Macon (Ga.) Club held the first of a series of monthly races at Central City Park, on 19 February. There was a good crowd present. The first event was a mile dash for the Beeland medal. Horton, Guernsey and Slocumb entered. Horton won in 3.32½. The second event was a five-mile handicap. Gamble dropped out on the second mile. Polhill won in 19.23½. Taylor's time was 19.41½. A three-mile race followed. Horton and Polhill entered. Horton won by six inches in 11.13½. The fourth was a quarter-mile dash, hands off, which Polhill won in 51s. The fifth was a quarter-mile dash, two in three. Polhill, Gamble, Slocumb, Taylor and Guernsey entered. Guernsey won two heats in 48s. and 49½. The last was a half-mile consolation race. Taylor and Slocumb entered. Taylor won in 1.53½.

PHIL HAMMILL, of Chicago, has accepted the challenge of Grant Bell, of Minneapolis, for a five-mile race and a \$50 medal, and 11 March has been named as the date. John Nicholson, of Minneapolis has also accepted the challenge, and has named 15 March.

THE Cleveland Bicycle Club will hold their annual race meeting at the Cleveland Athletic Park Grounds, on Thursday and Friday 27 and 28 August, 1885.

THE half mile L. A. W. championship has been located with the Ohio Division to be run 20 July next.

THE Chicago Base Ball Club offer to build a race track for the wheelmen at an expense of \$2,000, and give them two years to discharge the debt. The proposition is being considered by the wheelmen.

IN England the match that had been arranged to take place between Messrs. Gibb and Engleheart, riding respectively the Rudge Safety and the Facile, has fallen through, owing to Mr. Gibb's club — the Edinburg Amateur B. C. — refusing its permission to ride, deeming it more of a maker's affair, and an advertisement solely for the competing makes, and therefore derogatory to his amateur status.

#### WHEEL CLUB DOINGS

BRIGHTON BICYCLE CLUB, (Cincinnati, Ohio). — President, Alvin Smith; secretary, William Bahmann; treasurer, H. Kessler Smith; captain, James Barclay.

THE SHARON (PA.) BICYCLE CLUB has elected these officers: President and captain, C. W. Test; secretary, D. P. Porter; treasurer, H. J. Filer; lieutenant, W. S. Palmer.

THE TORONTO (ONT.) BICYCLE CLUB has elected the following: President, W. B. McMurrich; vice-president, C. E. Lailey; secretary, A. E. Blogg; treasurer, J. F. Lawson; statistical secretary, W. H. West; captain, A. F. Webster; 1st lieutenant, Charles Langley.

THE MEMPHIS (TENN.) CYCLE CLUB reorganized Monday, 2 February. The following officers were elected: President, A. B. Picket; treasurer, W. L. Surprise; captain, S. M. Mallalieu; 1st lieutenant, W. F. Yates.

THE ALBANY BICYCLE CLUB has filed an inventory of its property and liabilities. The assets, including \$1,238.82 cash on hand, foot up 1,854.82, while the liabilities only amount to \$94.01.

RUTLAND CLUB NOTES. — Last Friday evening the Rutland Bicycle Club held the first of a series of social hops to be given at their club rooms every two weeks. About thirty couples were present and the evening was passed very pleasantly. The club contemplates giving their first annual exhibition concert and ball on 10 April, but the matter has not as yet been definitely settled. H. Burt, of the club is developing into quite a fine fancy rider, and we have also occasional exhibitions of double riding, by Messrs. Burt and Barton, of the home club. Quite a number of Lea ue hotels have been appointed for Vermont; the one at Rutland being the Bardwell. The Club begin to talk of their annual Decoration Day run and dinner; the question is to what point shall it be? Snow is from three to six feet deep here, and riding seems to be farther away than ever before. Annual election of officers of the club takes place on 12 March.

GEORGE.

THE Kenton Wheel Club, of Covington, Ky., will soon issue a road guide for Kentucky, and that part of Ohio in the vicinity of Cincinnati. Mr. P. N. Meyers is the managing editor.

THE Crescent Club of Boston, which was formerly the best drilled in the city, will disband after its dinner at Young's Hotel, Saturday evening. The club has been in existence about five years, and has a membership of thirty-five.

SOME thirty members of the Harvard Bicycle Club attended the annual dinner at Young's Hotel, Thursday evening of last week. President Thurber of the Brown University Bicycle Club, and ex-President Morison of the Harvard Bicycle Club, were the guests. Mr. T. F. Baldwin, '86, was the toastmaster, and the usual college toasts were ably responded to. The occasion was agreeably enlivened by songs by a quartet, and solos by others.

THE Wanderers, of Avondale, Ohio, talk of building a four-room club-house on their lot, next spring. The club is flourishing, and is officered as follows: President, Lars Anderson, Jr.; captain, T. W. Scarborough; secretary and treasurer, J. K. Scudder.

ON 6 March, the Waltham Wheelmen will hold their first soiree at Armory Hall. Will B. Youngman will give an exhibition of fancy riding.

SMOKING concerts have prevailed very

little among the clubs in this country this season, but the New Haven Bicycle Club inaugurated the first of a series, 21 February.

The Lawrence Club gave an entertainment at the Vallambrosa Rink, 4 March.

THE Boston Club gave its second ladies' night at the club-house, on Friday evening of last week. There was a brilliant company of ladies and gentlemen present. The early part of the evening was passed in social intercourse, interspersed with vocal music, by Messrs. W. H. Dunham and L. Brine, and a violin solo by Mr. David Kuntz. Dancing followed after supper, and was continued until a late hour, to the strains of an orchestra from the Boston Cadet Band. The number present was about one hundred and twenty-five. Caterer Cook supplied the wants of the inner man with a repast laid in the billiard room. The entertainment committee consisted of President E. C. Hodges, Captain L. R. Harrison, L. T. Field, Charles Pfaff, W. H. Dunham, Herman P. Chelius, and A. L. Bond.

THE Fort Schuyler Wheelmen, of Utica, N. Y., have elected the following officers: — President, E. M. Glenn; vice-president, A. J. Lux; secretary, W. T. Damon; treasurer, Geo. Bidwell; captain, W. W. Nicholson; first lieutenant, Fred Roberts; second lieutenant, Allen Wood; bugler, F. E. Turner.

#### 'CYCLISTS' TOURING CLUB

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FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, P. O. Box 429, New Haven.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire. — W. V. Gilman, P. C., Nashua.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

New Jersey. — L. H. Johnson, Orange, N. J.

New York. — Dr. A. G. Coleman, Canandaigua.

Ohio. — Alfred Fly, 87½ Prospect street, Cleveland.

Rhode Island. — N. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — W. K. Miler, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATION FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally eligible.) F. G. King, 25 N. Centre street, Corry, Pa.; L. J. Porter, 24 So. Arlington avenue, E. Orange, N. J.; Mrs. J. H. Potter, 24 So. Arlington avenue, E. Orange, N. J.; Mrs. C. K. Alley, 28 Kinwood avenue, Buffalo, N. Y.

APPOINTMENT. — State consul for Wyoming Territory, C. P. Wassung, of Rock Springs.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope, to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

W. MITCHELL. — Thanks. We have used it.

F. B. WILKINS. — We have no receipt for "bicycle cement."

E. A. CANER. — Have booked your order for "Health on Wheels."

LLOYD BROS., Birmingham, Eng. — Thanks for circulars and information. Hope to see you represented soon.

W. J. JOHNSON. — Thanks for letter. Article already in type when received.

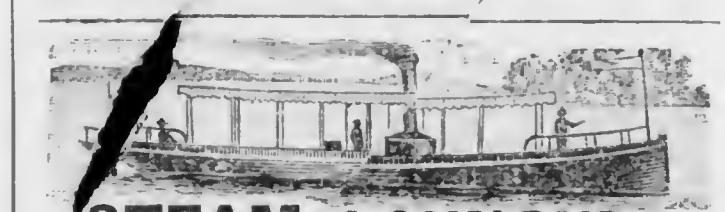
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CASH PAID FOR SECOND-HAND BICYCLES. Give full description what repairs needed and lowest cash price. W. W. GUMP, Dayton, Ohio.

FOR SALE. — 52-inch full-nickelled American Club bicycle, cost \$60, will sell for \$130; also a 48-inch Cheylesmore Club sociable tricycle, cost \$225, will sell for \$125, both in good order. H. S. KIDDER, 373 West Clinton street, Elmira, N. Y.



STEAM LAUNCHES. Boat Engines and small Steamboat Machinery of all kinds. Launches constantly on hand. Send for free illustrated Catalogue. CLAS. F. WILLARD & CO., 282 Michigan St., CHICAGO.



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IMPROVED RUDGE BICYCLES

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BICYCLES.

Any make of Machine furnished to order.

BICYCLE RIFLES AND SHOT GUNS.

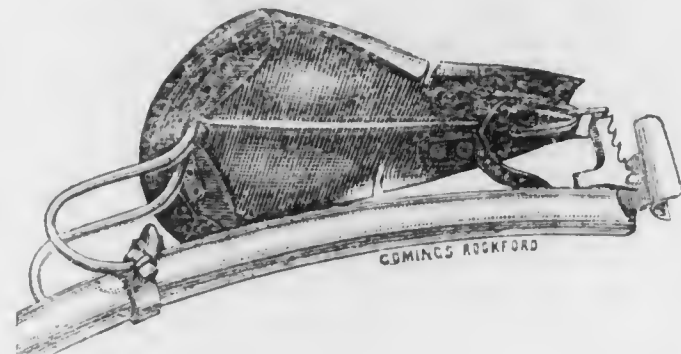
Just the thing for touring trips and sport along the road. Write for Catalogue and Circulars, and say what you want. P. O. Box 1108.

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Bifurcated & Universally Adjustable Saddle



Is adjustable in height, width, and tension.  
Is bifurcated to remove pressure from the perineum.  
Positively the most perfect and easiest saddle ever made.  
Removes all vibration and jolting.

"For six seasons I have been looking for the best saddles and springs, and yours gives me more satisfaction in its adjustment to the form and requirements of the rider than any of the dozens I have used. The downward and forward movements of the spring, the great adjustability in height, width, and tension of the saddle, and the good workmanship of the one I'm riding seemingly leave but little chance for improvement." C. A. HAZLETT, Portsmouth, N. H.

"To try your saddle is to buy one." "They sell like hot cakes." New Haven Bic. Agency—TYLER.

"I would not take fifty dollars for mine if I could not get another."  
T. S. RUST, Meriden, Ct."

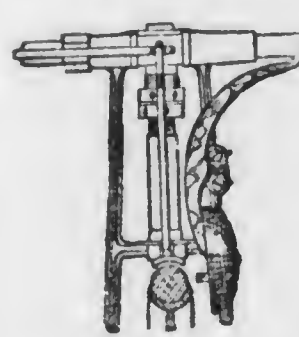
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Meets all the requirements of the perfect bicycle-bell, and gives complete satisfaction.

IT IS EFFECTIVE;  
OUT OF THE WAY;  
NOT EASILY BROKEN;  
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The alarm is sounded by bringing a projecting roll against the moving rubber tire, when the roll is rotated rapidly and operates the hammer of the bell.

EASILY ATTACHED TO ANY BICYCLE.

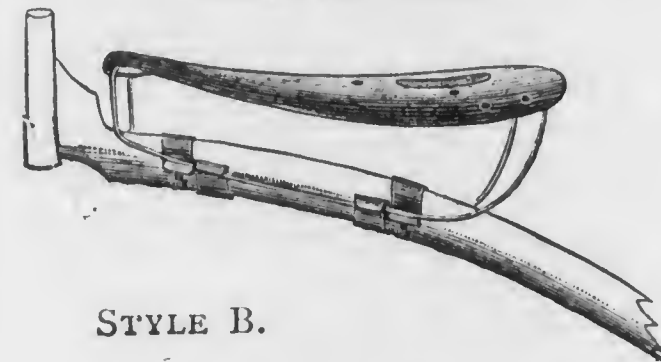
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Alarm for the "AMERICAN STAR" now ready.  
These alarms are finely finished and nickel-plated all over. Sent by mail upon receipt of \$3.00.  
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Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. SPECIAL TERMS TO DEALERS. Reliable agents wanted. Remit by check, P. O. order, N. Y. Ex., or stamps.

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THE BEST AND MOST COMFORTABLE. It is made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price: Plain, \$3.50; Nickel Plated, \$4.75. Sent money order or registered letter.

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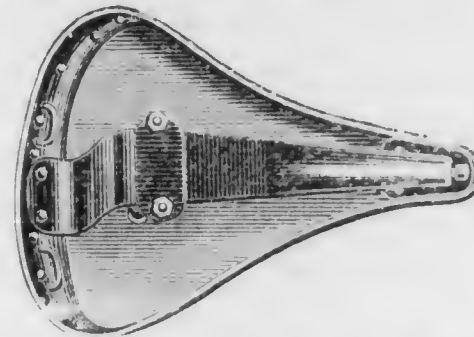
The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

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Rare as it is to see anything really NEW in the field of poetry, it is found in this book, which is quite without a parallel in its plan and leading features.

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Yours truly,

B. F. SCHULTZ,  
Lieut. Kenton B. C.

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I received my 54-inch "Expert" 16 June (never having been on a bicycle), and between that date and October 16 I have toured just 1,600 miles on what are, in general, some of the poorest roads of Massachusetts, Vermont, and New Hampshire. During that time nothing about my machine, not even a nut, bolt, or screw, has broken, worn out, or been lost. It has not cost me one cent for repairs, and is in as good condition as when I received it.

Yours very truly,

M. R. WINCHELL.  
ORANGE, MASS., Oct. 23, 1884.

I have used both English and American, but find nothing, so far, to equal the "Expert Columbia." I ride from ten to twenty miles each day in pursuit of my business, and seldom less than ten. I do not ride one or two days and then lay the machine away for a week, but use it every day in or shine, and I must say it is the finest machine made.

My judgment: and, I think, as ridden several thousand miles, it is worth something. I until you send the left side, and, no doubt, he will be his little stable at home.

S. respectfully,

GEO. F. FOOTE, JR.  
INDIANAPOLIS, IND., Nov. 18, 1884.

I have been riding your wheels for over four years. I first bought a "Standard Columbia," cone-bearing 48-inch wheel, which is still being used by one of

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particular. I have made some good road time with it, and accomplished one of the most successful headers that has ever been attempted by any of the members of the New Orleans Bicycle Club. Bike and I came out with honor — not a bend or a break. It happened on a Sunday morning. This particular morning I had set aside for a 50-mile ride in four hours. To accomplish this I must ride to West End, and back four times. On my third trip out — on time — I found the draw-bridge over the new canal open. I lost here ten minutes. Making this up, I failed to observe the feeding along the border of the road. As I came up she whirled and darted across my path. There seemed to be a sympathy between wheel and rider. I landed on the shell road; bike preferred a softer spot and rolled over on to me.

Yours truly,

A. M. HILL.  
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For several weeks past I have had in constant use upon my bicycle one of your new swing springs, and I wish to tell you that I consider it a great success. It relieves the rider of very much of the jarring caused by the trailing of the little wheel over the uneven surfaces of hard streets, and thus contributes materially to his comfort and also to his safety; for I find with its use a notable lessening of the tendency to be thrown forwards, in riding over railway tracks, paving-stones, and other obstacles. For those who, like myself, enjoy riding leisurely upon the bicycle, and desire a comfortable seat, I would recommend it without reservation.

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Very respectfully,

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I am very much pleased with the 54-inch full-nickelled "Expert" I purchased of you last summer. It is by far the easiest-riding machine I ever mounted. I have ridden it in the last four months about seven hundred miles, some of the distance over rough country roads, and have not had to have a single repair made. Before I owned a "Columbia" for two years I rode one of the best English machines made, and found that it was always getting out of repair more or less, and when it did get out of repair it was almost impossible to get extras that would fit properly. If there is any one thing more worthy of commendation in the "Expert" than another it is the perfectly adjustable ball bearings to both wheels.

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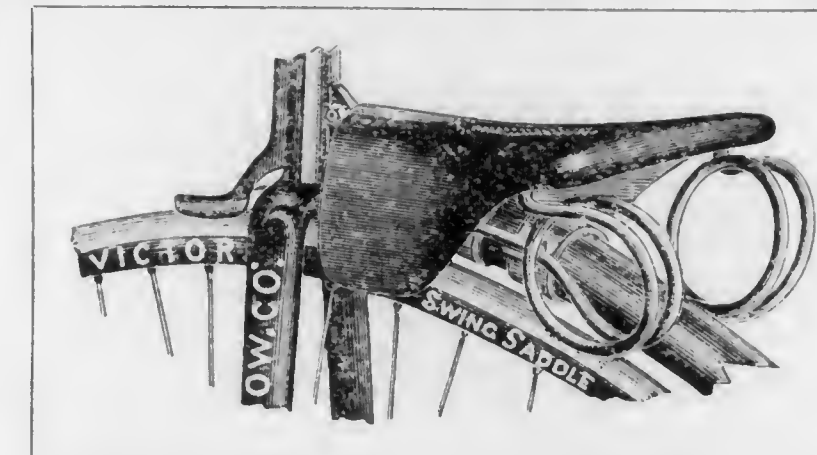
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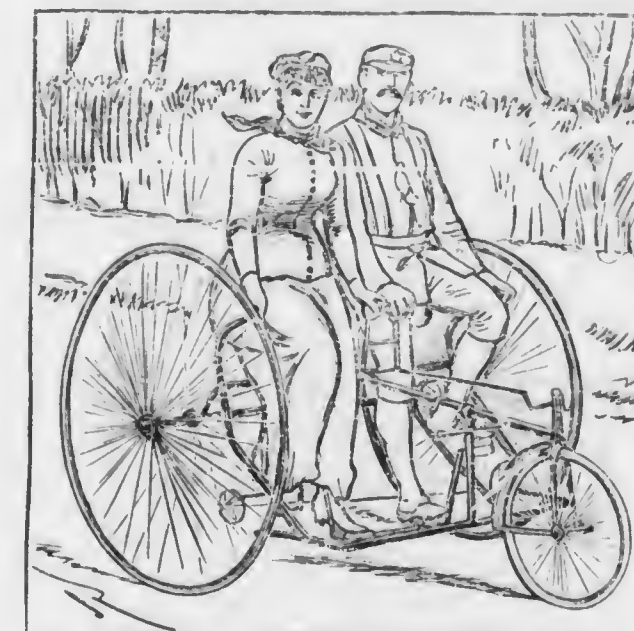
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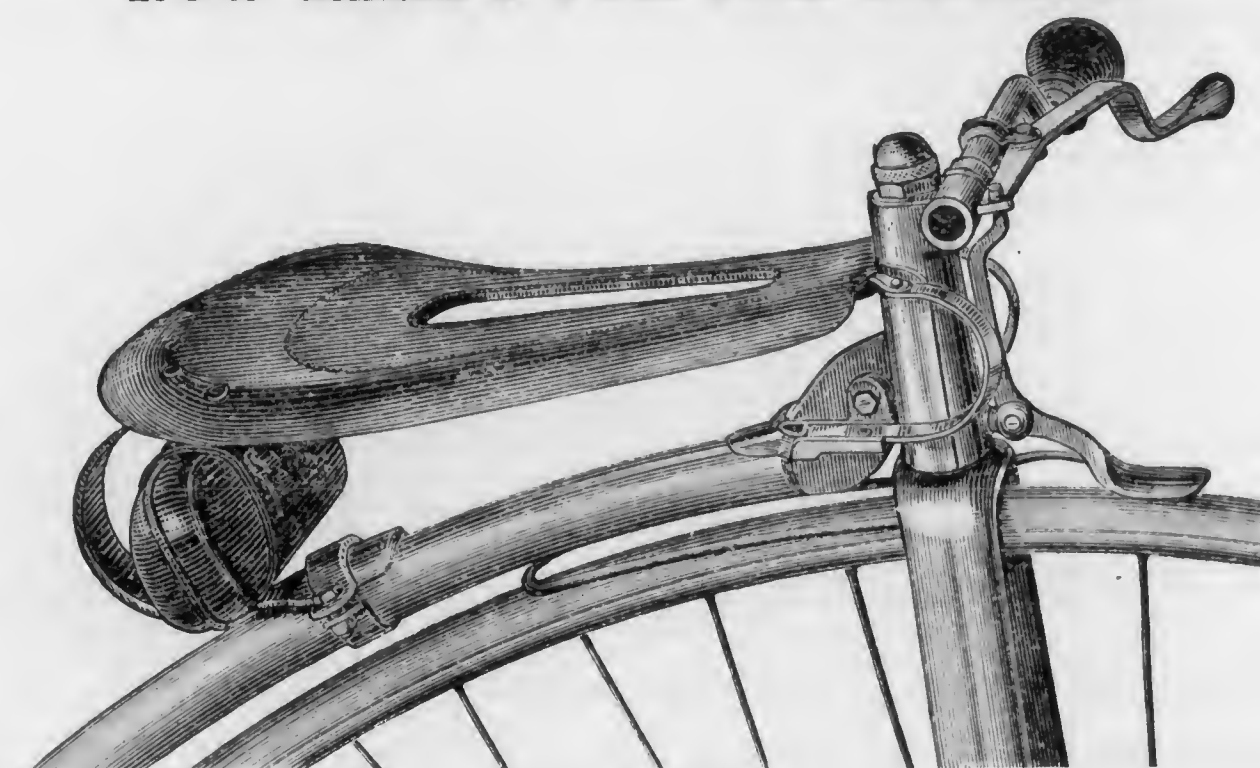
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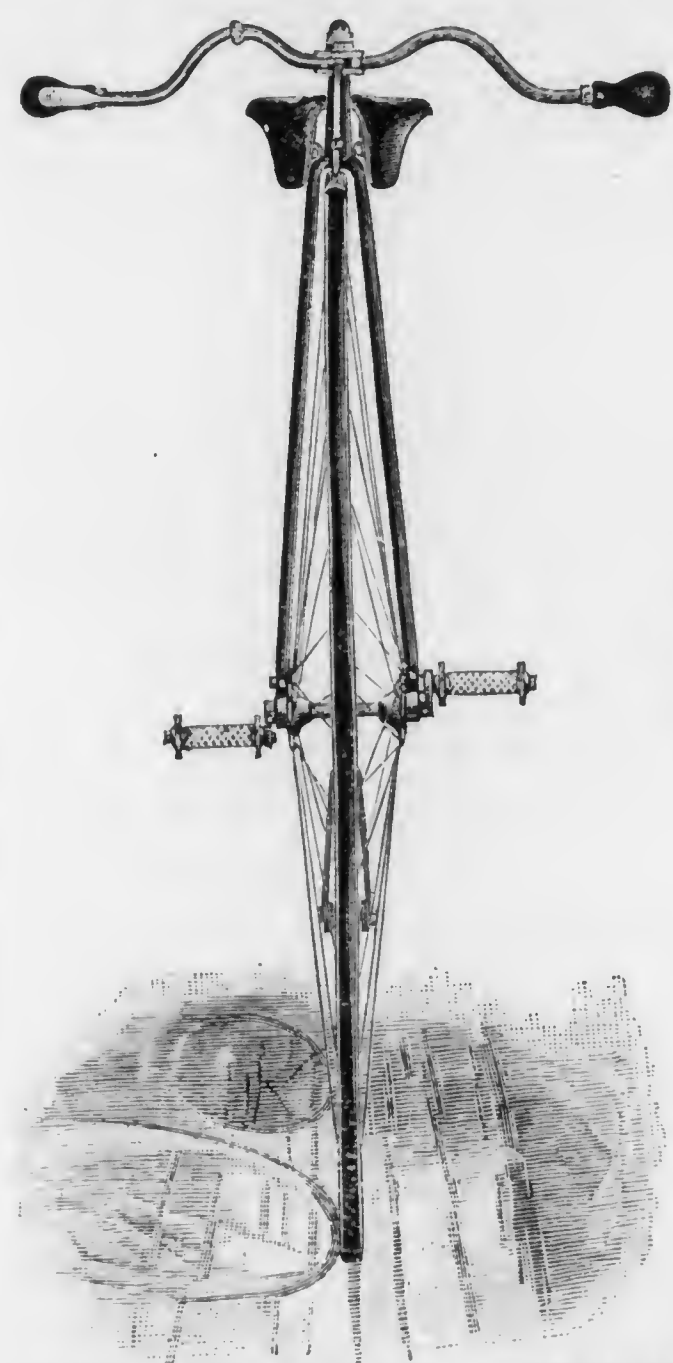
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8 Pemberton Square, Room 12,  
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ABBOT BASSETT . . . . . } EDITORS

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 MARCH, 1885.

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### WHICH OR WHAT?

THE most difficult problem which confronts the practical wheelman at this season of the year is the choice of a machine, unless he has already picked out his season's mount, or decided to stick to the steed that has served him faithfully in the past. For several years

we have made it a practice to buy a new machine every year, and have, on the whole, found it economical. A machine that has been ridden but one season is not so out of date as to have deteriorated greatly in price, and is, withal easier to dispose of. The actual loss which the change entails must be charged against a season's pleasure, and one has the satisfaction of possessing the latest production. Whatever may be the custom of riders generally, we know that a very large number of our readers are casting about in search of the machine that will best meet their ideas of what a bicycle or tricycle should be. We remember reading, some years ago, in an annual publication, a statement to the effect that for the best obtainable results, the hardy rider should possess four cycles. A light and heavy roadster bicycle, a tricycle, and a safety. From a theoretical point of view, we coincide with this opinion, and if it were not for the great expense of keeping such a stud, we would do so, practically. It is very evident that no one type can give a cyclist who rides in all weathers, on all roads, and all times, the very best service. In fact, we do not think it possible for one who does much riding, and has tried, to any extent, the three sorts of cycles, to be satisfied to confine himself to either. But we are not all blessed with plethoric purses, and there's the rub. The matter of choosing a machine, so far as its genus is concerned, becomes a matter of individual preference, but when that is decided, the particular make presents a question more difficult of solution. If the ordinary bicycle is chosen, one cannot go far wrong in selecting any of the leading makes. Most of them follow closely some well accepted and popular model, and the departures and specialties are, as a rule, few and inconsequential. One can, of course, exercise his judgment and should do so, as to size, weight, etc., but in nine cases out of ten, the man who to-day purchases any leading machine will be as well mounted as his companions.

WE are in receipt of letters asking for an opinion on the Kangaroo type of dwarf bicycles, as to their durability. Such an opinion we cannot fairly give, we would do ourselves an injustice if we blindly praised its construction, and we would commit a great wrong to denounce

any of its features. What we mean, is that no one in this country has ridden the Kangaroo enough to say that the machine is not calculated to last a reasonable length of time.

It is only six months since the first Kangaroo was exhibited in the States, though we believe Mr. Lane, of Montreal, has possessed one a little longer, but at best the tests have been meagre, and no data has been gathered on which to base a sound opinion *pro* or *con* on the matter of its lasting qualities. The fact that so good an engineer and mechanic as Mr. Hillman puts time and money into the machine is something worth considering; and the fact that the most skilful makers are following with copies is not to be overlooked. If a rider cannot satisfy himself on this point, he must wait as we do for results. These remarks are not to be confined to the Kangaroo, for hardly a day goes by but we are asked to tell what we think of some particular machine. If it is of a type that has stood the test, is made by some reliable manufacturer, and possesses no constructional difficulties in matters of detail, we feel justified in giving an opinion, but if the type is new and radically different from anything we have tried, or possess reliable information of, we feel obliged to decline giving anything like a positive opinion. To the end that we may possess reliable information of the results of actual tests, we should esteem it a favor if any of our readers would give us their experiences either favorable or adverse with any particular machine. We shall consider all such communications as strictly confidential.

The amateur question is getting to be more of a problem daily. Its solution does not lie in the abrogation of the rule or in increasing the stringency of its provisions. The true solution is in educating amateurs to be amateurs, and in removing from professionals the unjust stigma cast upon them. The first will be accomplished by a reduction in the value of the prizes offered, and the second will result from the former. The peculiar thing about the whole matter is, that racing men, who are the only ones really affected by any legislation, do not seem to take any vital interest in it. This is rather to be regretted as an expression of opinion from them would be of some value. Such a man as Dr. Blackham, who intends to move the abolition of the



entire rule, will not, as he himself says, be at all affected by any change, and yet he takes more interest in it than those who will feel the direct results of any change.

Suppose the rule is abolished, — we do not believe it will be, — and every cyclist, so far as the governing body is concerned, left free to race for money or plate and with whom he likes, what will be the effect? What will such true amateurs as Norton, Claffin, Hamilton, Gideon, Tyler, and others do? Will they forfeit their opinions and feelings, and for the love of racing, and competition go in with the rest, or will they be compelled from lack of congenial race to give up a sport they love? We are of the opinion that the rule will remain as it is, and the whole question settle itself. The polo players have their remedy, and all the talk about the League losing half its members by enforcing the rule is unfounded in fact.

We would like to see the maker's amateurs dealt with as they deserve. We fancy that the dealers themselves would not be adverse to having every man who receives substantial remuneration either in cash or other benefits for riding a particular make relegated to the professional ranks. It would put money in the pockets of the dealers, and make the market for racing machines more profitable. They would lose none of the benefits which accrue to them under the present system.

A PAPER like the WORLD has enough to take its attention in covering the special field of work in which it has chosen to direct its energies, and it is seldom called to leave that field to discuss general questions of economy and expediency, and yet it may be within the line of our duty to call the attention of our constituency to the undoubted fact that the bicycling world should be subject to the same laws of truth and expediency that so well obtain in other circles. A wheelman loses nothing by being a gentleman always, and here we come to the moral of our little essay, — success in business always goes to those houses where the managers and clerks treat customers with courtesy. Many of us get terribly tired of answering the same old questions about our wheels from curious rustics, and we can imagine that the recording angel will not put down too

black a mark against the name of the tricyclist who gives a hasty answer to the question, "Will that thing go as fast as a bicycle?" but such leniency should never be shown, and we believe it never will be, towards the cycling salesman who is impatient of questioning from customers.

How far is the League prepared to go in its ostracism of professionals? This is the question that is now taking the attention of the Racing Board in their conflict with the old rules, which is to lead to a thorough revision. The League should go hand in hand with the athletic associations and with the cycling institutions of England in dealing with the amateur question, and it runs little risk in adopting a policy which these have made successful. And yet we believe that a large number of League members will hesitate to lend their influence to the suggestion which comes to the League from the leading athletic association of America, to the effect that all amateur racing Meets shall be confined strictly to amateurs, and no amateurs shall be allowed to contest at races where professional events occur. Whether the racing board will adopt the suggestion or not, we cannot, at this time, say, and it may be that they will prefer to bring the question before the meeting at Buffalo. It is a question worthy of serious thought.

MANY of those who cry for lighter weight tricycles take little thought of the great strains their mounts have to withstand. The tendency for some years past has been towards more powerful brakes. Unless one can stop a machine on a steep hill, the brake is considered of little account. On the three-wheeler the brake power is applied suddenly and only to one wheel. The strain upon the axle is tremendous. It is a wonder that so few axles break and wheels give out when subjected to such strains.

THE question of speed-gearing comes up as a subject of discussion whenever a new machine invades the market. In all the arguments *pro* and *con* we lose sight of the fact that while the heavily-built rider can best do his work in slow, powerful strokes, the light-built cyclist can do the most work with quick, light strokes. The loss by friction is in many cases compensated by the greater fitness of the foot movement to the rider's build.

DYNAMOS for producing electricity have been built on the model of a bicycle wheel. They have not as yet come into practical use. Those, however, who think that by proper electrical attachment a rider can generate enough electricity to light up the road will, perhaps, be disappointed to learn that such work would materially increase the power needed to drive the machine.

To ride a bicycle on a tight wire, even with little wheel and back bone removed, is no great feat, provided (as some have attempted) a weight suspended from a long iron bar is attached solidly to the fork, the weight being sufficient to bring the centre of gravity below the wire.

THE communication which the chairman of the racing board sent to the *Cyclist* on the Robinson medal has had the effect to elicit a response from Mr. Robert Todd, which breathes a spirit of friendliness, and the desire to assist the sister society on this side of the water. Mr. Todd is now willing to admit that Mr. Robinson knew that the prize was a challenge one before he received it, but still clings to the idea that Robinson did not know this before he ran the race, in spite of the fact that the championship was announced as a League championship, and the races were announced to be run under League rules, and these rules say that League championships shall be contested thrice, and ignorance is no excuse for their violation. The correspondence has had the result desired by the chairman, and he expected no other. It has made the wheelmen of England acquainted with the details of the whole transaction, and shown them for the first time how one of their number behaved in this country, and how he upheld the honor of England.

ONE of the ideal notions of some of the advanced schools in socialism, is that the present system of representation is all wrong, that man suffrage and woman suffrage are equally wide of the mark, and that *family* suffrage is the only true panacea for all the evils which grow out of our present unjust methods. In support of this theory many strong arguments are used, and, we must admit, sound logical reasons are advanced; but the general upheaval which would follow such a radical change in our social sys-

tem renders it impracticable, at all events, for our day, and indefinitely postpones the many blessings which its proposers and advocates would shower upon us. The "thin end of the wedge" however, is about to be inserted, and that which Herr Most, W. G. H. Smart, and others of that ilk, have failed to achieve, cycling is about to accomplish. In the rules of the "Nemos" which are soon to be made public, the representation is to be by *couples*. A couple of men, however, or a couple of ladies will have no vote or voice in the club's affairs. The franchise reaches them only when in alliance each with one of the opposite sex. One lady and one gentleman have one vote only between them, and should they not be in accord on any question, their vote becomes inoperative. The object of the club being the encouragement of the use of the sociable tricycle for pleasure, travel, and touring, the franchise may in one sense be considered as bestowed upon the machines and not upon the riders, but as the former must needs go where and when the latter direct, the proposed method of representation becomes exceedingly appropriate.

Although the Nemos have had a practical existence in Boston for nearly one year, their formal organization is not yet an accomplished fact, the promoters having deferred the same for numerous reasons. One of the latter is, that the club is not intended to be merely local, but is to have its divisions in all the riding centres in this country, and possibly in some others, and it has been thought judicious to defer formal steps until riders in cities other than Boston were ready to become affiliated. That time has now arrived. New York, Buffalo, Baltimore, St. Louis, Chicago, and Cleveland have each a known nucleus round which a Nemo membership can be clustered, and doubtless many other cities in which the pleasures of the sociable are appreciated will be heard from when the time arrives. The new idea, however, is essentially, and very properly a Boston notion; its projectors are well known to, and have the confidence of riders at large, and it is safe to predict that at least a fair share of success awaits their efforts.

WE hope to see Mr. A. D. Claffin re-elected as a Massachusetts representative. He evidently inherits his legislative ability from his father.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor, disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Western Riding.

*Editor Bicycling World:* — I see mention in the BICYCLING WORLD of several trips (referred to by you) on the ice and snow. Remembering the civilized condition of your roads, bicycling should be the rule and not the exception with you Eastern people. But on our hilly roads, with little or no "modern improvements," it requires a steady hand and sound limbs to remain true to the wheel and not forsake it for a sleigh, etc. The vice-president of one of our banks, Mr. George Grim, was, perhaps, the only Western bicyclist who was on the wheel the last days of 1884 and the very first of 1885. Mr. Grim resides some three miles distant, on his farm, and, his duties calling him "down town" daily, makes the above mentioned use of his Facile, though possessing a number of fine horses, buggies. I mention this in your columns to prove that the bicycle (at least the Facile) is not a mere summer's toy, but of winter's use as well. I also wish to give our champion rider here, Mr. Grim, credit for having "wheeled the old year out and the new year in," on the highway.

SUUM CUIQUE.

JEFFERSON, WIS., March 3, 1885.

### "We Don't do that Way."

*Editor Bicycling World:* — Your note in this week's issue about the "par" (as our English friends call such things) in the *Cyclist* relative to my recent articles in the BICYCLING WORLD, reminds me that I have seen the subject touched in the English trade journals in this same vein of "funny-way-of-doing-things-in-America," and "we-don't-do-so-over-here." Well, they don't. They do what they incorrectly charge me with doing. I will wager something handsome that the writers of such paragraphs never read my articles, but jumped at their intent and tenor, on what appears to be the assumption that whenever a man connected with the trade gets admission to the columns of a journal "naturally he works up his own cycle as the best" as a matter of course. Such may be the English way, but such is not mine. I might have omitted Hamlet from the play, by special request; but as such request was not made, I left him in to just such extent (and no more) as was germane and necessary to a decent handling of the subject. As yet I have been able and willing to pay for my advertising; and if the BICYCLING WORLD were to offer me a column of editorial space per week to work up my own cycle as the best, I should decline, for two reasons: I am too good a journalist to abuse journalism, and not enough of a fool to suppose that perverting ostensibly fair discussions to adver-

tising ends would really work me any business benefit. My foreign "par" writers have either read me with inexcusable carelessness, or have applied to me a misfit rule of their own without reading me at all. The matter is worth noting only as it illustrates the too common affectation of superiority assumed by some of the English wheel journals in all their comments on cycling ways here.

JULIUS WILCOX.

NEW YORK, 7 March, 1885.

### Amateur v. Professional.

*Editor Bicycling World:* — I find much to please me in your issue of the 6th inst.

The letter of G. Rumbler, shows that others hold my views on the amateur question, and on the proper functions of the League, and I may add in parenthesis, that private conversation with wheelmen shows that the sentiments are quite common among the rank and file, who for some reason do not care to write letters on the subject.

The rules which expel members who are gentlemen because they have failed to look up the genealogy and life history of every man who has played polo with or against them, and which are still elastic enough to permit the disqualifications of Mr. Jenkins to be removed, afford a sort of protection from contaminant on which I fail to appreciate.

Not that I have any fault to find with the racing board. Their duty is to enforce the rules, and, while it cannot be a pleasant duty, they seem to be doing it fearlessly and impartially, and I hope they will continue to do so, for if anything can bring the L. A. W. to a sense of the utter absurdity and unfairness of letting the N. A. A. A. or any other outside organization determine who shall and who shall not be members of the L. A. W. (and that is just what the present amateur rule amounts to) it will be the expulsion of every man who has in the least infringed the amateur rule.

Good for Treasurer Terry. I trust the League will soon go out of this racing business, and devote itself to touring and the rights of wheelmen.

As to the remarks which your editorial puts into the mouth of Papa Weston in such an event it will be a sufficient reply to say that American wheelmen should not be dependent upon a foreign organization for the protection of their rights or the promotion of their interests.

GEORGE E. BLACKHAM.

### The Robinson Medal.

IN answer to the letter of the chairman of the Racing Board to the *Cyclist* in re the Robinson medal, Mr. Robert Todd publishes the following in that paper:—

I have read in your issue of 18 February the letter signed by Mr. Bassett, the chairman of the Racing Board of the L. A. W.



I am afraid that Mr. Bassett visits on my unfortunate head some of the irritation caused by paragraphs in the English cycling papers which he quotes, and for which I need hardly say I am in no way responsible.

I am not at liberty to detail all that has been done, but Mr. Bassett may perhaps accept my assurance that the Executive of the N. C. U. and I have spent *very many hours* in the consideration of Mr. Robinson and his affairs; and though no startling results have come before the cycling public, this has been from no desire on the part of the Union or its officials to shirk in any way their responsibilities and duties.

To deal more particularly with the matter in which the L. A. W. is most interested—the return of the medal. My letter of 21 March, 1884, quoted by Mr. Bassett, shows the spirit in which the Union took up this matter. In prosecuting it they were, however, met by this difficulty. Before the Union took action it had to be proved to them that *before running* for the medal Robinson knew that it would have to be again competed for, and, strangely enough, the L. A. W. probably anticipating no difficulty on this score, seems to have taken no proper steps to make clear to the competitors the terms upon which the medal is said to have been offered. Amongst the documents sent to me is a printed slip, bearing in writing the name of Mr. Jenkins, the secretary of the L. A. W. Racing Board, and being apparently a proof of an article for the organ of the L. A. W. which says plainly, "*Nothing was ever said in the Springfield Wheelmen's Gazette or official programme on this point*"—that is, as to the medal having to be won three times. On the other hand, Mr. Robinson always said in the clearest manner, that when he ran he had no idea of any such condition being annexed to the medal; and my own careful search through such papers as I could see, failed to discover anything to the contrary. Mr. Bassett now, in his letter, sets forward several bits of evidence which were never before seen by me. For instance, I cannot find that I ever before saw the letter of Mr. Jenkins to Robinson, dated 15 October, 1883. But even this only goes to show that *after* winning the medal Robinson was told of certain conditions, and the point to be proved is, that he knew these *before* he ran.

As to the improper and wholly unwarrantable use of my name by Mr. Robinson, I need hardly say, that I never meant it to be inferred, and I do not think it can be inferred from my note in *The Cyclist* of 12 November, that I in any way doubted the statement of the president of the Springfield Club; as a matter of fact, I did not doubt it, but forthwith wrote to Mr. Robinson for an explanation of his conduct. I soon afterwards casually met him, and he verbally admitted that he had used the name to an extent for which he had no authority. i.e.

then promised to write me on the subject, and also to forward papers showing that the conditions attached to the medal had not been published beforehand. Though I again pressed for this answer, which I desired to have before writing to the press on the subject, no answer came. The next I heard was that Robinson had removed himself to a land to which the authority of the Union did not extend.

I must confess to some feeling of satisfaction, that a difficulty had passed out of my reach, and I had the less compunction in indulging this secret satisfaction, as I had very good reason to believe that, whatever the result of the matter might have been, the medal would have been found in the keeping of a relative of Mr. Robinson, who would have refused to recognize the claims of either the L. A. W. or the N. C. U.

In conclusion, I may mention, that I have several times had occasion to communicate with the officials of the L. A. W., and our mutual communications have always been of a most friendly character, and I trust that the officials and members of the L. A. W. will see from the foregoing that there has been in the conduct of the present case by the Executive nothing which need lead to any feeling of irritation between the L. A. W. and the N. C. U.

ROBERT TODD,  
Hon. Sec. N. C. U.

#### Representative Appointment.

BELOW will be found a list of the sixteen States that are entitled to representation in the board of officers for the coming year. Every State in which a member of the L. A. W. resides is entitled to a chief consul. In the following list, the first column gives the number of League members, the second column the number of representatives that the State is entitled to.

New York.....	906	18
Pennsylvania.....	700	14
Massachusetts.....	660	13
Ohio.....	484	9
New Jersey.....	406	8
Connecticut.....	312	6
Illinois.....	235	4
Maryland.....	180	3
New Hampshire.....	97	1
Michigan.....	87	1
Indiana.....	77	1
Iowa.....	68	1
Maine.....	63	1
Vermont.....	61	1
Kentucky.....	60	1
District of Columbia.....	58	1

#### Exotics.

Order a copy of *Health on Wheels*.  
Mr. Gaskell may be expected to arrive to-morrow.  
Harry Leeming has been discharged.  
Though the Hampton Court meet has

been given up the Barnes meet of tricyclists is to be held.

Jack Keen announces his intention to ride across the English Channel from Dover to Calais on his "water wheel."

We fancy that record breakers next year will take pains to have their performances properly checked. By the way, why don't the League supervise road as well as track records.

A young lady was heard to say that why she liked riding in front of the Tandem was because she always had the gentlemen after her, then. — *Cycling Times*.

The N. C. U. has enacted that "No competitor shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source any payment for his expenses. The N. C. U., however, reserves the right to sanction any such payment, if in the opinion of the executive the very exceptional circumstances of any particular case seem to warrant such sanction being given.

There is some prospect of a novel contest being on the boards, as shown by the following letter addressed by Thomas Sparrow to J. L. Hancock, both of tire fame:—

"Sir,—As you advertise your tires as non-slipping, and as I venture to assert that my patent leather covered tire is the only known means of preventing slipping, I should be glad to have the relative merits of our respective systems conclusively decided. I therefore beg to challenge you to a trial contest, and, as it is desirable that loss or gain should fix the result, I offer to bet you £10 that my representative will describe for a period of two minutes a circle on a bi. fitted with my patent leathered tires, not exceeding two thirds of a circle done by a bi. fitted with your tires, the contest to take place on the worst piece of macadam, wood paving, or square granite blocks that can be found, each competitor to have the right of using the watering pot for the purpose of making the surface as bad as possible for the other."

How about the representatives?  
Wednesday, 18 February, was the sixteenth anniversary of the first long distance ride ever taken in the world. It was from Coventry to Brighton, England, and was made in 1869 by Charles Spencer. Mr. Spencer celebrated the anniversary by doing the same run over again.

It is not likely that Mr. Beckwith will care for the presidency of the L. A. W. for another year, and a number of persons have been suggested as likely to succeed him, prominent among whom are Consul Terry, of Connecticut, and Burley B. Ayers, of Chicago.

THE Trojan Wheelmen have nominated for re-election the present chief consul of New York, Mr. J. R. Torrance.




# RUDGE

## BICYCLES

AND

## TRICYCLES

FOR

# 1885.

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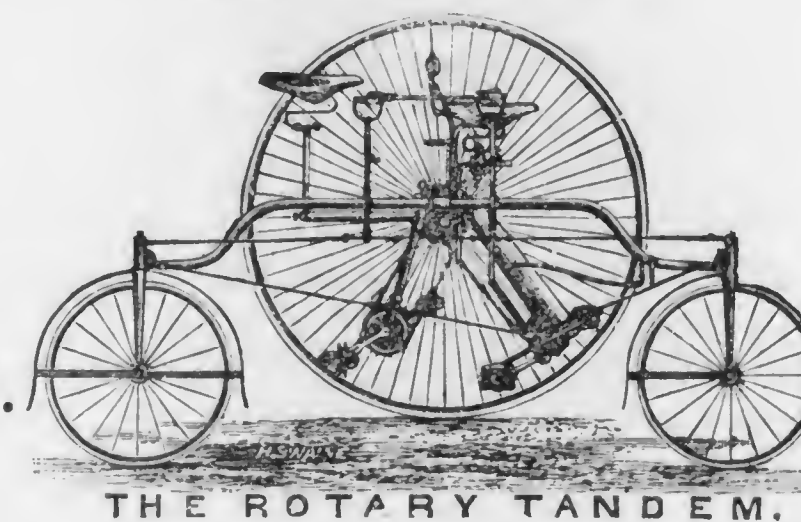
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A few shopworn and second-hand machines in stock at low prices. Send for list.

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This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's Record

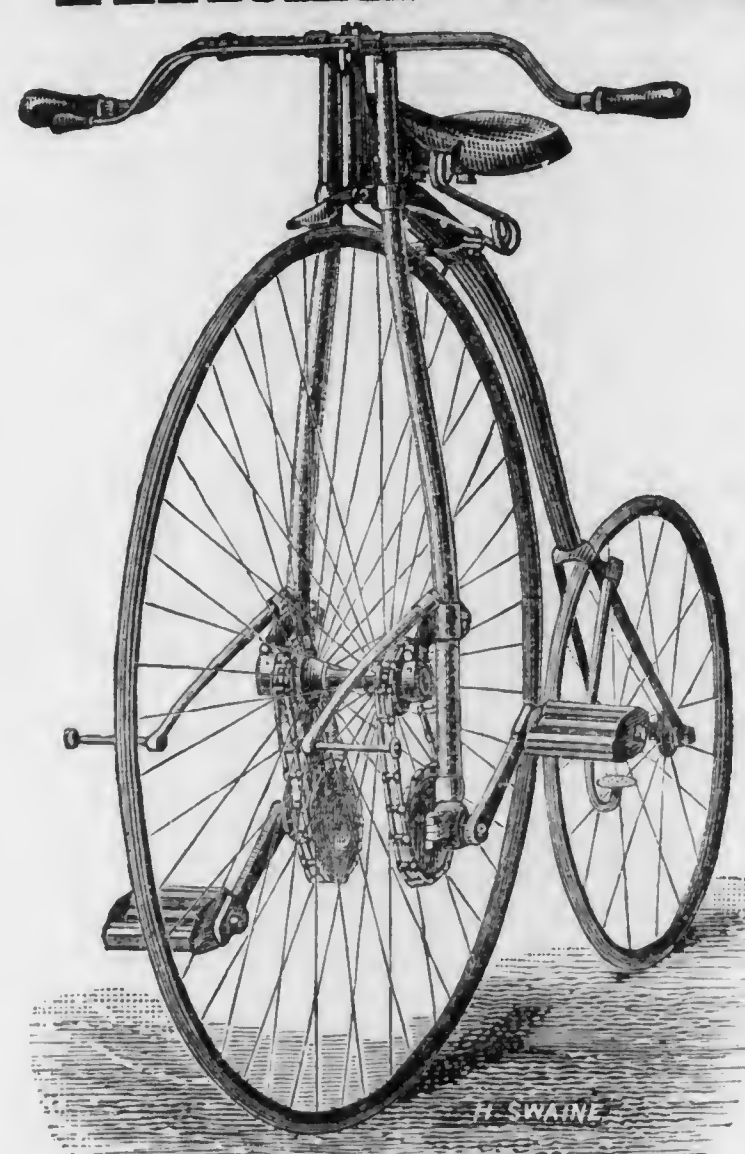
Fastest One Mile - - - 2.39.  
Second Fastest - - - 2.39 2-5.  
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No Other Wheel in the World holds three as fast records!

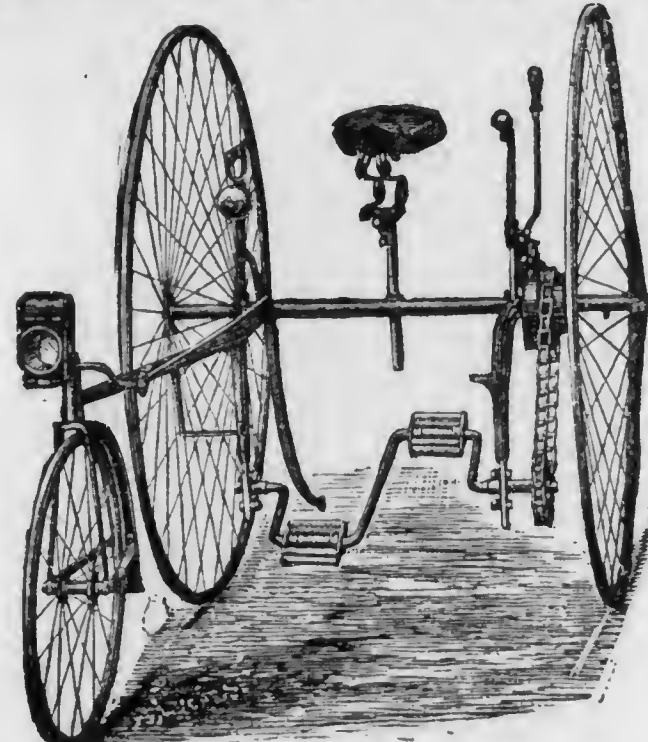
A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes. 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO."  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

**WILLIAM READ & SONS,**  
107 Washington Street,  
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Send for 1885 Illustrated Price List.

NOW READY!

IT TELLS ALL ABOUT THE

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and contains a concise and clear explanation of so-called "Speed Gear," as applied to the Facile and other machines.

MENTION THIS PAPER.

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**NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
Send for descriptive price list and mention this paper.

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## MANUFACTURE



THE "HUMBER TANDEM."

The Humber Tandem (Convertible).

MADE BY HUMBER, MARRIOTT & COOPER, NOTTINGHAM, ENGLAND, AND IMPORTED BY L. H. JOHNSON, EAST ORANGE, N. J.

THE Humber has long been a household word among English cyclists; while few of our readers can have failed to remark the continued success of these machines in transatlantic races and road rides. "Imitation is the highest form of flattery," and no higher tribute could be paid to the excellence of the Humber machines than the fact that they have been imitated as closely as possible by nearly every other maker in England. The Humber tricycle, first introduced in 1880, has an unbroken record of victories, and has proved as well an unequalled roadster for gentlemen's expert use.

The Humber Tandem, as will be seen in the above cut, is a Humber tricycle with a central tube, driving gear, saddle and handle for the second rider attached in front of the axle. The weight of this portion complete, with chain guard, is twenty-six pounds. The small tilt-wheel clears the ground by five inches, making the Humber one of the few convertible tandems that are true tricycles, and the only one that is steered by the Humber double steering. The driving wheels are 44 inches in diameter, geared to 54 inches. The trailing wheel is 18 inches in diameter. Tires are of 3/4-inch red rubber to drivers, 3/4-inch to trailers, and are cemented into steel crescent rims, which are supported by fifty-six and twenty-four No. 11 direct spokes. The frame rests directly upon the Humber compound axle (copied by nearly all makers of central-geared tricycles), through a pair of ball bearings, which have between them the chain wheels and brake pulley. The bearing bracket is shrunk firmly around

an upright tube, which is surmounted by a Humber steering head, with long centres, and a hollow, tapered bicycle handle-bar of great rigidity, with large horn handles. Below the axle the tube slopes back and carries at its end the rear chain-wheel bracket. Humber's coiled-tail spring is fitted to the rider's weight. The front saddle and spring rest upon an adjustable tubular post, to which the handle-bar is strongly fastened. This bar, like the rear, is hollow and tapering, and curves around the rider like a nearly horizontal D. The handles are so placed as to give unusual comfort and directness of pull. The brake is applied through a long and powerful bicycle lever by the rear rider, who also controls the steering with a slight pressure of either hand. The front chain is thoroughly covered by a sheet-iron guard, buffed with leather to prevent rattle. A tubular foot-rest is attached to a strip of steel bolted to the head of the tilt-wheel. This strip forms a lamp bracket, which is near enough to the road to enable a single lamp to light it up brilliantly. Humber's adjustable single ball-bearings are fitted throughout. The machine is forty inches wide, and weighs complete as shown in cut, ninety-eight pounds. It is readily converted into a single Humber by unscrewing three bolts and uncoupling the front chain. The Humber Tandem is fitted with the greatest care in every detail, and is beautifully finished in enamel and nickel. The price is \$255. A lighter pattern, with 3/4-inch rubbers, and geared to 58, will be furnished for \$251.25, or enamelled throughout for \$240. This, while strong enough for any road work, makes a very fast racer.

The Humber Tandem is perfectly rigid in both forms. The ease of driving and fine hill-climbing powers of the single Humber is doubled by the addition of the

second rider, the steering also being steady, easy and accurate. The construction of the machine is such that no vibration reaches the front rider, which, with the absence of steering or breaking, renders the front seat an unequalled luxury for a lady.

Mr. Johnson also imports the Humber Automatic Steerer, or "Cripper," a cut and description of which will shortly appear in our columns.

## The Trade.

THE *Tricyclist* has been testing Bidwell's tire heater, which, manufactured in England by Fisher & Co., is being sold under the name of the "Yankee" heater. This is the report: "We have put the apparatus to a practical test and the result is gratifying. With hollow rims it is always a long job to sufficiently warm the cement to secure a loose piece of rubber, but with Fisher's 'Yankee' heater, the time is much reduced and the trouble minimized. It took only a third of the time to secure a rubber with the 'Yankee' heater that it had previously taken with a gas jet, and the discomfort hitherto entailed by having to patiently hold the gas jet in position, is entirely removed."

MORGAN's chain has become remarkably popular, and is used by many of the largest makers. It is light and very free running, while its strength is shown by the fact that it has stood a test of 2,465 pounds.

We have received a catalogue of the Pope Manufacturing Company in Spanish. The contents we have to take for granted in respect to interest.

THE Singer Safety seems to be very highly spoken of, and seems to be a real safety. An English paper says: At the Speedwell Exhibition, amongst the machines being tried in the gallery was the Challenge safety, just introduced. The great feature in this machine is the large amount of rake it possesses, and its almost absolute impunity from croppers. To prove its capabilities, bricks in profusion were placed on the floor, over which it went with ease. A step ladder was then laid down, and this was run over continually from one end to the other, until a couple of the rounds broke, when a large box, which happened to be laying near, measuring some twelve or thirteen inches square, and some eight feet in length, perforated with a number of holes six or eight inches in width, was called into requisition, and riding on to the top of these by an inclined plane, the rider successfully negotiated the series of drops in the holes, and quietly dropped down over the other end straight on to the floor without the machine showing the least tendency to go over. This was done continually, and the performance of the machine excited much favorable comment amongst those present.

H. R. H. the King of the Grecians, with a Hillman, Herbert & Cooper's



Royal tricycle, and the Earl of Antrim, with a Rudge Tandem, are the latest accessions from the ranks of the huge entomological specimens.

W. B. EVERETT, ESQ., of Boston, sailed for England on Wednesday of last week, as representative of a firm which is to represent Singer & Co. in the United States. He goes to complete arrangements regarding the agency, and we understand that he will locate in the store formerly occupied by the Cunningham Company in Berkeley Square. The Butcher Cyclometer Company will go with the new firm.

THE Pope Manufacturing Company have just delivered to Master Frank Stanford the youngest professional trick rider in the country, a forty-inch full nickelled machine, and are now filling an order for machines for the Stirk family of bicyclists.

2-39 Prince 2-39.

JOHN S. PRINCE professional champion bicyclist of the world writes: "My best American record, previous to using the Duryea Saddle was one mile in 2m. 59s., which you know I've reduced 20s., cutting the world's record. Since the day I first tried the Duryea (now nearly two years) have used no other saddle, and have won during this period over two hundred prizes in cash, cups, medals, etc., representing a moneyed value of over twelve thousand dollars (\$12,000). Consider the Duryea the best bicycle saddle made; in fact, perfection; and recommend it to all wheelmen who desire ease, comfort, and safety. — *Adv.*

#### Literature.

THE VADE MECUM. — We have just received the "Tricyclists' Vade Mecum," published by Cordingley & Sharp, London, which purports to be a complete "Guide to Tricycling for 1855." While this work is similar to the "Indispensable," it has not the stability nor finish of that publication. However, it possesses many things of value, and is the only publication of the sort to be issued this year. We would therefore advise all wheelmen who want to add to their library or who are interested in tricycling, to send to us for a copy.

Besides a description of nearly all the three wheelers, singles and doubles, there is a chapter devoted to safety or dwarf bicycles.

Part IV. will be found of value and interest to novices, as it contains many hints on riding, care of machines, costume, luggage, and several pages on the origin and development of the tricycle. The book is well worth the price, fifty cents, and can be obtained of us. Due notice of the reception of stock will be given.

LA VELOCIPÉDIE PRATIQUE, par A. De Baroncelli, Paris, France. — This handbook by M. De Baroncelli con-

tains much of interest to every French wheelman. It contains a list of road maps, hints, and instructions to tourists, list of accessories, regulations of police, rules for treatment in cases of accident, styles of clothing suitable for wheelmen. The book shows great improvement over all former essays in this direction, and is well worthy of a place in every rider's library.

THE *Tricyclist* is publishing a series of very exhaustive and valuable articles on touring. It has already treated at length on costumes and head gear. We shall soon make copious extracts from these articles, as they are instructive and interesting.

KARL KRON has just received a second edition (2,000 copies) of his specimen chapter "The Coral Reefs of Bermuda," a sixteen-page pamphlet of about 10,000 words, and is ready to mail it to all applicants. Nearly the whole of the first edition (1,000 copies) was mailed to England and Australia, a month ago.

MR. H. B. HART'S *Cycling Record* reaches us. It will be published bi-weekly, and its aim will be to promote the interests of cycling in and about Philadelphia.

STILL another wheel paper. This time in the interest of the Star. Mr. E. H. Corson, of Rochester, N. H., has launched upon the world, *The Star Advocate*, and proposes to issue the same monthly. The first number is fresh and bright, and has a deal of interesting reading. Among other things in the paper is a reproduction of Telzah's experience on the Star, published in these columns in 1881.

#### By Wheel to Lake George.

COPIES of the BICYCLING WORLD of 7 October and 11 November, 1881, contain an account of a tour made by Karl Kron from Springfield, Mass., up the Connecticut valley to Lake George, and return along the Hudson River as far as Hudson. Further articles by the same writer give an accurate description of the road from Hudson south to Fishkill, and from New York northward forty miles to Peekskill.

Between the two "Kills" (about twenty miles), mainly among the Highlands of the Hudson, the road is from all accounts impracticable for the bicycle, and the railroad is usually taken.

The desire to discover if possible an *all rideable* route together with a wish to see the "most beautiful of American summer resorts," induced Messrs. C. R. Zacharias, H. F. Thurber, and C. W. Northrop, members of the New Jersey Wheelmen, of Newark, to plan a tour of three weeks, with Lake George as the objective point.

As the route is in some parts a new one to wheelmen, and as the entire distance was made *by wheel*, it was thought that a description of roads and record of dis-

tances might be of interest to the many readers of the BICYCLING WORLD.

Wednesday morning, 3 September, 1884, was the date set for the start, and six o'clock found us on our wheels, and fairly started on a straight-away tour of nearly six hundred miles.

For the benefit of riders unacquainted with the roads around Newark it may be well to state that four blocks west of the Market-street station of the Pennsylvania Railroad lies the main street of the city (Broad) up which the Belgian blocks can be ridden a mile or two more to Belleville avenue, into which a turn must be made, following the line of the horse car tracks to the cemetery. At this point the macadam begins and is fairly rideable to the outskirts of Belleville (4), where the tracks turn to the right and run down to the river. Following the main road to the left, we found three miles of ideal macadam, at the end of which a sharp turn was made to the left for a short distance; then to the right over a rather sandy road to its terminus near the railroad track.

Turning again to the right we soon passed the depot and struck the main road again, which brought us into Passaic (10½).

Here we met Mr. Chas. D. Cooke, captain of the *Aeolus* Bicycle Club of Paterson, who had kindly offered to see us as far as possible on our way to Newburgh. Under his escort we took the river road and found good side path riding to Paterson (16). After enjoying the hospitality of Mr. Cooke, who placed at our disposal his road maps and touring outfit, a second start was made at nine o'clock, the road running nearly east for two miles to Arcola (18). To reach the town a turn must be made south (to the right) at the terminus of the road from Paterson, for a few rods, then east over a bridge crossing the Saddle River.

The first road beyond is the direct one northward, and is nearly straight to the "three forks;" the side path riding is excellent to this point. At the three forks three roads divide, the centre one of which should be taken past the cemetery, beyond which the road is easily followed to Hohokus (26½).

Before reaching Allendale (28) the road becomes more hilly, and between Ramseys (30), and Mahwah (31½) we were obliged to dismount on several stiff grades.

Shortly after leaving Mahwah, however, we wheeled on to an excellent cinder path, and a spurt of ten minutes brought us over two miles to Sufferns (34½), where we stopped for dinner at the Eureka House (fair).

Beyond Sufferns the scenery is delightful, and a hard gravel road, which continues through Ramapo and Sloatsburg, gave us a good opportunity to enjoy it while riding rapidly. At Southfield (45½) a short stop was made for milk at a cosy farmhouse, and we were pleasantly surprised by a lunch of cake and fruit that accompanied it. Our host could not be

induced to take any pay for his trouble, and seemed much pleased with the offer of one of our touring cards, containing our names, route, etc.

This was not a solitary case, as we met many hospitable people during our trip, who seemed to consider answers to a few questions, of the kind usually asked wheelmen, an ample return for any refreshment furnished us.

After leaving Southfield, the road is poorer and quite sandy in some places until Turners (51½) is passed and left about a mile behind. Here begins a red gravel road, smooth as a floor, which extends northward for six miles, and which gave us some exhilarating coasting before reaching Highland Mills, where we stopped for the night, with a record of fifty-five miles.

It will well repay the tourist to climb the mountain at this point, one and a half miles to the Lake House (part of which can be ridden), as the hotel accommodations are excellent, and the views of lake and valley very fine.

On the following morning our departure was witnessed by many of the guests of the hotel, who cheered us as we threw legs over handles and started on the mile and a half coast to the valley below, and as we whirled around the first turn a brief glimpse was caught of the ladies still waving their handkerchiefs as if to bid us good-bye.

Too much can hardly be said in praise of the road between Highland Mills and Newburgh, for, with the exception of one or two bad hills in the vicinity of Vails Gate, the entire distance can be ridden without a dismount, and through scenery that will delight the eye at every turn.

At Newburgh (70½), we were so fortunate as to make the acquaintance of Mr. J. T. Joslin, a prominent druggist and enthusiastic wheelman of that city, who treated us in the kindest manner, and made us feel at home at once. After dinner, Washington's headquarters and other points of interest were visited, and four o'clock came round before a second start was made. We found the road beyond Newburgh equally as fine as that leading to it, and some fast riding was done through Marlboro (78½) and Milton (83) to Highlands (88).

It was on a section of this road that one of our party had a three mile race with a doubting countryman, whom he pushed so hard that the last we saw of him (the countryman), he had tied his horse to the fence and was rubbing the poor, over-driven beast down. No doubt he now feels a deeper respect for the "silent steed" than he has felt before, and will give any wheelmen that he may meet in the future a wide berth.

From Highlands there is a steady down grade to the steamboat landing, about a mile and a half, every foot of which can be comfortably coasted. We found a ferryboat waiting at the foot of the hill, which carried us across the river to Poughkeepsie, where we put up for the night at the New York Hotel, which

is fairly good, although better fare can be had farther up town.

Before leaving Poughkeepsie, a ride should be taken to Eastman's celebrated Business College, and through the beautifully laid out grounds that surround the college grounds.

Poughkeepsie, like Newburgh, is well supplied with fine roads, among them the famous Hyde Park drive, running northward along the Hudson to Hyde Park (95). As it was directly on our route, we had a chance to test it, and decided that it was the best road we had come across in several thousand miles of riding.

Beyond the Park, the riding continues good, with some excellent side paths through Staatsburg (98½) and Rhinebeck (105) to Upper Red Hook (113½). The tavern at this place did not look very inviting, but we were agreeably disappointed by the dinner, which was well cooked and plentiful. While waiting to be served, a little darkey supplied us with a hat full of luscious Bartlett pears, of which we feasted to such an extent that our dinner was hardly appreciated as much as it would otherwise have been.

Leaving Upper Red Hook shortly after two o'clock, an easy run was taken to Clermont (118) and Blue Store (120), from which point there are two roads to Hudson; the second one we took to our sorrow, for we found it to be worst of all rideable roads, of clay, full of ruts and ridges.

Our racing man had started out in the morning with the avowed purpose of riding all the hills between Poughkeepsie and Hudson, but after covering nearly forty miles, was obliged to dismount on a steep pitch of clay, the grade and roughness of which, we think, would compare favorably with Corey Hill. After several hours alternate walking and riding, we arrived at Hudson, where, at 6.30, a stop was made for the night. Although we did not see any good roads around Hudson, we did find an active body of wheelmen, at whose headquarters we spent a pleasant evening.

An early start was made the following morning, and Stuyvesant Landing (148) was reached at eight o'clock, over roads the less said of which the better. After stopping an hour for breakfast, we took the path between the tracks of New York Central and Hudson River Railroad, and the riding proved so good that a steady pace of nine miles an hour was easily kept up into Albany (161).

A fine view can be had of the Capitol building for several miles before coming to the city, as the railroad runs in a "bee-line," which apparently ends in the Capitol grounds.

Leaving Albany at 3 P. M., we found poor riding to West Troy (165), where the broad, smooth tow-path of the Erie Canal looked so tempting that we followed it to the hill above Cohoes, although a shorter route lies nearer the river.

Through Cohoes and Waterford to Mechanicville (182), the road is only fair,

but probably half the distance can be wheeled on the side paths which are of slate, and so smooth that not the least jar is felt while riding them.

The three miles from Mechanicville to Stillwater (185) is probably the best strip of road in this section of New York State, as we proved by wheeling it inside of twelve minutes.

The Ensign House at Stillwater is to be recommended, both for good accommodations and reasonable prices; and better headquarters could hardly be found from which to visit the numerous points of interest in the vicinity. As few wheelmen would care to visit this part of the State without going to Saratoga, we give below several routes from which to choose:—

No. 1 is from Mechanicville along the line of the Delaware and Hudson Canal Company Railroad to the "Springs," and is probably the best road. The second is from Stillwater *via* the Centre House to White Sulphur Springs, then along the eastern shore of Saratoga Lake and over the boulevard to Saratoga. The third and shortest is the same as No. 2, with the exception that a turn is made to the right a mile or two before reaching White Sulphur, then to the left at the termination of this road, which brings one out near the centre of the lake, thereby avoiding several miles of sand in the vicinity of White Sulphur Springs.

While at Saratoga, wheelmen should not fail to visit Mount McGregor by train, and, if possible, take dinner at the Hotel Balmoral, as it is justly celebrated for its excellent table. The cashier, who is himself a wheelman, takes special pains to see that "the boys" are well cared for.

After several days spent at Stillwater in visiting friends and seeing the sights, we again mounted our wheels on the morning of 11 September, for the last day's run northward.

The start was not made until ten o'clock, but the road was in such fine condition that the temptation to fast riding could not be resisted, and Schuylerville (196½) was reached in an hour and fifteen minutes.

A thunder shower that had been brewing all the morning overtook us here, and caused a delay of several hours; but at three o'clock the sun was again shining brightly, and we mounted our wheels with the determination to "reach Lake George that night or die." As there was still over thirty miles to ride, and only three hours of daylight before us it looked for a time as if we would have to accept the latter alternative, but, thanks to the fine roads and the splendid condition we were in, we succeeded in accomplishing the feat. Shortly after leaving Schuylerville the road turns to the right, and crosses the Hudson river, following its eastern bank the greater part of the way to Fort Edward (210½). A glance at the cyclometer, here, showed us that fourteen miles had been ridden in 1h. 25m., and the prospect began to look brighter.



Good sidepaths begin at Fort Edward and continue through Sandy Hill to Glen's Falls (216), and for nearly a mile further, to the point where the "corduroy" begins. This is the old stage road to Caldwell, and is made of six inch planks laid crosswise on girders sunk in the sand; as the planks are of different thickness and more or less warped, the result while riding is a continuous jolt.

Experience taught us to set the saddle close to the head of our machine, and to keep as far as possible on the pedal which lessens the discomfort of riding very much.

The first four miles of this peculiar road is straight away up hill, but as it has been graded the ascent is so gradual as to be easily ridden.

A glimpse was caught of Lake George, while still several miles away, and with renewed vigor we pushed on, dismounting in front of the Lake House (226) at 6.45 p. m. (Hotel recommended.)

The following day we took the steamer Ticonderoga to Baldwin, at the foot of the lake, returning to Caldwell at four o'clock, where we reluctantly parted with Mr. Thurber, whose business engagements obliged him to leave us at this point, and take train to Newark.

In originally planning the tour we had laid out a return route from Lake George westward to Whitehall, and then in a southerly direction through the Connecticut Valley to Springfield, but such bad reports were given us of the fifty miles between Rutland and Bellows Falls that we decided to return to Glen's Falls, and there find, if possible, a more rideable road.

Accordingly we again tackled the "corduroy" and assisted by the down grade succeeded in riding the nine miles to Glen's Falls (235) without a dismount in a trifle over an hour. Although we spent two hours in hunting up all the local wheelmen, little information could be had regarding roads, and we were obliged to put up for the night with a very uncertain prospect for the morrow. (Lockwood House recommended.)

The morning of 13 September dawned clear and cool, a delightful contrast to the preceding ten days, which had been literally "scorchers." An early start was made, and the sidepath retraced to Fort Edward (240½) where we turned nearly east on a hard pike and found excellent wheeling to Argyle (248). Two and three sixteenths miles beyond, at the watering trough we turned to the left over a rough and hilly road, which however improved rapidly, and after turning to the right and then to left three times, we again found a broad, smooth road under our wheels, which soon brought us to Lakeville (255).

At East Greenwich (259½) the cyclometer should be taken, as two and a half miles further on the road divides, the left branch continuing on two miles to Salem. Following the road to the right past a yellow schoolhouse, we turned fairly to the south, and with a strong

wind in our favor made a spurt for Cambridge, passing several teams who tried their paces with us, only to be left far in the rear, while we were soon spinning along the banks of Lauderdale Lake (266½) a perfect little gem set among the hills and which with its tiny steamboat and cosy hotel might well have been taken for a copy of Lake George in miniature. After a few minutes' pause to enjoy the scenery, we remounted our wheels, and a brisk run of half an hour brought us to Cambridge (271½), where we stopped for dinner.

The afternoon's ride will long be remembered as the most delightful of our tour. After passing through North Hoosick (281), and Hoosick Falls (283½), the road divides, one branch running among the hills on the eastern side of the valley, the other crossing the river at Hoosick Falls and following closely its western bank, with very few grades. It can be said, however, in favor of the eastern road, that the view from some of its higher points is very fine, embracing as it does a considerable portion of the famous Hoosick valley.

[To be continued.]

#### CURRENT CALAMO

HAMPDEN PARK should be called the "Raceries" to be up with the times.

THE Ohio Division L. A. W. has published a hand book containing the constitution and rules of the L. A. W., a list of the officers of the L. A. W., racing rules, records, a list of lines transporting bicycles free, officers, and rules of the division, etc. The book contains much of value to wheelmen, but we think the time of issue is inopportune, for changes in the League rules and racing rules are now pending, and these will destroy much of the value of the book.

AN English tailor advertises a lock-up pocket for an overcoat. Money and valuables can be stowed away in this, while the owner is racing. This will doubtless protect property from "honest" men, but your true thief always carries a knife.

THOSE who go to the Meet must expect to be confronted with a Buffalo bill.

THE report of the officers meeting at New York is still not forthcoming in the official gazette. The prices paid to stenographers ought to insure better results than this.

MASSACHUSETTS will have thirteen representatives this year. An increase of two over last year.

THE polls opened 10 March, and will close 10 April. The secretary of the League urges members to be in no hurry about voting, but to wait till all the nominations are made.

CHRIS. WHEELER is our authority for saying that neither Mr. Aaron nor Mr. Alley will be candidates for the position of League secretary next year.

A BICYCLIST from North Shields (at least judging from his "twang") dropped into a shop near Biker the other

day and asked the shopkeeper if he could make a "happorth o' bakky." The proprietor came in at the time the "fair damsel" behind the counter was trying to put up this order, and said, "Jane, *who put that rubbishy thing in front of my door?*" The cyclist, after getting his weed, found his splendid "Coventry" in the hands of a group of urchins sharpening their knives on what is usually called the small wheel. On observing the owner coming, one youth was heard to shout, "Luk oot, lads, here's the scissors grinder coming!" "What de they tyek iss for, a' wonder?" queried the cycling aristocrat.—*Cyclist*.

THE age of admission to the League will hereafter be eighteen.

ON 1 February the Canadian wheelmen's association had on hand a balance of \$253.72. Its membership numbered six hundred and sixty-two out of about 3,000 wheelmen in the Dominion.

THE C. T. C. for 1885, tickets are out. Commendable promptness.

THE American branch of the C. T. C. seems to be getting apathetic. Where are those sign boards? It is time they were being made.

THE new name given to *Wheeling* is a good one. "Chestnut exposer" is really very good.

OUR esteemed New York contemporary is more bold than wise to publish Dr. Coleman's opinion of it. When a man is a subscriber he is such a splendid fellow, but when he says "stop my paper, I never want to see another copy," it makes the editor mad, and he calls his unappreciative reader a "chump."

THE variety of the events at the next Springfield tournament ought to make the meeting exceedingly interesting.

"JIM" UNDERWOOD, whom our readers will remember as one of our fastest racing men, and who was compelled to give up riding on account of a severe fall by which he sustained a compound fracture of his right arm expects to take up cycling again. This time he will be mounted on a three-wheeler, as his arm will not permit him to ride a bicycle. He will be warmly welcomed back to the fold by his many friends.

THE success of the League this year will depend on the officers elected. See that you put on your ballots the names of workers only.

WE understand that several fancy riders have refused requests to exhibit for fear of being made professionals.

THE roads around Boston are getting in good condition. We found them very fair a week ago.

THE following advertisement in the Dakota *Free Press*, coming at a time when the authorities of the Methodist church are about to undertake a crusade against roller skating, is rather startling:

"Rev. F. M. Shaw, trick bicycle rider and fancy trick skater, will be at the rink on Saturday evening, 14 February. He

performs over fifty of the most difficult feats on the bicycle. This exhibition should be seen to be admired. Come, everybody, and see the finest exhibition before the public. Mr. Shaw, although, perhaps, the finest skater in America, does not follow the business for his own personal benefit, but is desirous of raising enough money to pay off a mortgage on his church, which falls due in the near future. Admission, twenty-five cents."

MR. H. S. WOOD, of Philadelphia, has a road record of 3,060 miles in 1884.

THE publishers announce that there will be no "Tricyclists' Indispensable" for 1885. This reminds us that we have a good supply of the 1884 edition.

WE have received a photo from Cola E. Stone, of St. Louis. It shows a young man of splendid physique, who should not gaze at the rear wheel of the best riders.

#### RACING NEWS

THE Yale Bicycle Club will hold a race meeting at Hamilton Park, New Haven, on Decoration Day.

THE Fort Schuyler Wheelmen will hold a tournament at Utica, N. Y., 30 June and 1 July next.

THE St. Louis Ramblers have decided upon 23 May as the date of their race meeting.

THE race meeting for the benefit of the Keen fund will take place, 2 May, 1885.

IN response to the letter of L. W. C., Van Sicken, of Chicago, writes us *inter alia*: As to my going to Louisville, in May, I cannot say at present whether I will or not. If I do not, others will go from here who will try to make an interesting race for whoever enters. I thank L. W. C. for his kind invitation, and will try to accept, but I may just as well say here and now, that I will not race as much this season as last, and I must go to St. Louis, and therefore I am afraid I will not go to Louisville.

FRED WOOD, the professional champion of England at many distances, recently fell and broke his left arm.

THE feeling of brotherly love and consideration which exists among professional racing men is well shown in the following extract from a challenge from Howell to Wood: "I herewith inclose articles duly signed, leaving the distance blank for Wood to fill in, the race to be from one to twenty-five miles, but if Wood is sensible he will make it one mile, as if he should decide to run twenty-five miles it would certainly be the slowest run race on record, as I should not make the pace, and it would therefore be monotonous for the spectators to look on."

PRINCE and Woodside go to Havana, where they will run races in the fine amphitheatre, under the management of Mr. DeLeon.

THE following articles of agreement between Howell and James have been signed: Articles of Agreement entered into this twenty-first day of February, 1885, between Robert James, of Birmingham, and Richard Howell, of Coventry, for £25 a side (open for £50 a side), wherein they agree to ride one mile, level, on ordinary bicycles, on the Crystal Palace track at Sydenham, to ride left hand inside. Date, 18 May, 1885.

ELIOT NORTON, '85, F. L. Dean, '88, and A. S. Hardy, '87, are the Harvard men training for the collegiate cycling events of the spring.

In a quarter-of-a-mile race, which took place at New Orleans Sunday between John S. Prince, the champion bicyclist, and W. J. Morgan, Prince is said to have made the quarter in 39 seconds. Morgan had ten yards start, and won the race by a yard.

#### WHEEL CLUB DOINGS

FROM H. C. F. OF SAN FRANCISCO.—In answer to Mr. —, in your Query column, of some days ago, I am exceedingly happy to be able to say that the second oldest wheel club in the United States (the San Francisco Bicycle Club) is *very much alive*, with remarkably good prospects of a long and useful existence, and although its many enthusiastic and modest members enjoy themselves to the full extent, without constantly attempting to be conspicuous, which apparently is only appreciated by *ourselves* out here on the Pacific. Yes, and we long ago stopped racing and exhibition riding (on paper), but you may hear from us again before we disband.

THE Salem (N. J.) Bicycle Club has changed its name to "Fenwick Wheelmen."

THE Toronto Club has one hundred and fourteen members, and an honorary membership of eighty. The average attendance at runs during the past year, has been ten, and the average at parades, twenty-eight. Greatest attendance at a run, twenty-two; at a parade, eighty-five; forty-nine prizes have been won by members at races during the year.

OSKALOOSA (IA.) WHEELMEN.—Officers elected: President and captain, W. L. Howe; vice-president and bugler, Fred S. Loomis; secretary and treasurer, Will Neagle; color bearer, W. D. Forsyth.

THE first annual meeting and supper of the Pawtucket Bicycle Club, of Pawtucket, R. I. (a League club of thirty-six members), was held Tuesday, 3 March, and the following officers were re-elected: Dr. J. A. Chase, president; Geo. C. Newell, secretary and treasurer; Fred. Binford, captain.

THE ball of the Northampton Club, Wednesday evening of last week, was eminently successful. About one hundred and fifty joined in the dancing.

Delegations from Greenfield and Springfield were present. During the evening Wm. S. Maltby gave an exhibition of fancy riding.

THE Thorndike Bicycle Club of Beverly has elected the following officers for the ensuing year: President, L. H. Cole; vice-president, J. E. Wood; secretary, L. L. Dodge; treasurer, C. H. McAndrews; captain, J. Elmer Wood; lieutenant, H. S. Williams; color bearers, J. Frank Hitchings, Fred. E. Bell; club committee, the president, D. E. Hunter and A. W. Wallis.

THE Massachusetts Bicycle Club will give an invitation reception to wheelmen on Wednesday evening, 25 March. The reception for members and their ladies will be in April. The club will not make any set nominations for L. A. W. representatives and chief consul this season, contrary to their usual custom.

At a meeting of the Springfield Bicycle Club, Thursday evening, the following officers were elected. Captain, Wilbur N. Winans; first lieutenant, J. Foulds, Jr.; second lieutenant, E. F. Leonard; bugler, H. J. Winans; color bearer, M. B. Breck; guides, E. M. Wilkins and A. O. McGarrett; club surgeon, H. E. Rice.

THE Cambridge Bicycle Club has elected the following officers: President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith; first lieutenant, J. H. Grimes; second lieutenant, F. W. Haartz; executive committee, the president, secretary, captain, W. A. Lister, and John Amee. The club is in a flourishing condition, numbering seventy-three members, fifty of whom are active.

MISS KATE FIELD will deliver a lecture on "Mormonism," in Eliot Hall, Newton, on Tuesday, under the auspices of the Nonantum Cycling Club.

THE Wakefield Bicycle Club will give a bicycle and skating entertainment at the Wakefield Rink, 20 March. Among the features will be a Kangaroo safety bicycle race, an obstacle race, and an exhibition of fancy riding. The club numbers about fifteen wheels.

THE Lowell Bicycle Club has voted to secure new headquarters.

THE Toronto Bicycle Club passed resolutions against cycling on Sundays at its last meeting.

THE Macon (Ga.) Bicycle Club is building a quarter-mile track, and will hold its initial race meet in May.

THE annual meeting of the Missouri Bicycle Club was held 3 March, and the following officers elected for the ensuing year: President, Louis Chauvenet; vice-president, Geo. I. Jones; secretary and treasurer, Edward Sells; captain, C. F. A. Beckers; first lieutenant, C. H. Stone; second lieutenant, Hal W. Greenwood; color bearer, Geo. F. Baker; bugler, I. H. Williamson. The club has adopted the C. T. C. cloth for uniform.



## 'CYCLISTS' TOURING CLUB

## American Division.

FRANK W. WESTON, *Chief Consul*,  
SAYIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

New Jersey.—L. H. Johnson, Orange, N. J.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to

Class. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): J. W. Bessner, lock-box, 594 Bozeman, Montana, Ter.; Dr. F. A. Kinch, Jr., Broad street, Westfield, N. J.; F. Spranger, 11 Miami avenue, Detroit, Mich.; H. Donald, 2 E. 60th street, New York City; Arthur Cunningham, Boston, Mass.; C. Unger, 23 E. 37th street, New York City; C. H. Stone, St. Louis, Mo.; G. Rauchfuss, 92d street and 8th avenue, New York City; J. F. Hackstaff, 922 Locust street, St. Louis, Mo.

APPOINTMENT.—State consul for Missouri, W. M. Brewster, 309 Olive street, St. Louis, Mo.

## GEO. D. GIDEON,

1539 RACE STREET,

PHILADELPHIA - - - PA.

Sole Agency in Philadelphia and Vicinity for the

IMPROVED **RUDGE** BICYCLES

AND TRICYCLES.

HARVARD, VICTOR, and YALE  
BICYCLES.

Any make of Machine furnished to order.

## BICYCLE RIFLES AND SHOT GUNS.

Just the thing for touring trips and sport along the road. Write for Catalogue and Circulars, and say what you want. P. O. Box 1108.

ABRAM G. POWELL, - - Manager.

## TO CORRESPONDENTS

J. W. BRINE.—We cannot furnish you with a list of bicycle clubs in the United States.

F. DORSEY.—Do not recall the article, and cannot give receipt. For sale advertisements, fifty cents for four lines, each time, fifteen cents for each additional line.

N. M. BECKWITH.—Letter received and answered.

C. K. ALLEY.—Have answered request.

GORNULY & JEFFERY.—Copy to hand, but no cuts.

C. J. KEENE.—We cannot supply the paper.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—52-inch Extraordinary Challenge bicycle; has been used but little; will be sold low.

Address for particulars, THE JOHN WILKINSON COMPANY, 68-70 Wabash avenue, Chicago.

FOR SALE.—56-inch Sanspareil, close built, weighing thirty-seven pounds; perfect, except needs nickelling; ball bearings throughout; very cheap. S. A. MILES, *Sporting Journal*, Chicago, Ill.

WANTED.—A second-hand 56-inch bicycle. Address at once, C. F. SWEENEY, South Lunenburg, Vi.

FOR SALE.—1884 Victor; as good as new; will be sold cheap. W. W. STALL, 509 Tremont street, Boston, Mass.

BARGAINS.—48 to 56-inch bicycles, Columbias, Clubs, Rudge's. Include stamp for particulars, stating size wanted. Also, separately, second-hand lanterns. C. HERBERT DIAMOND, 102 Franklin street, New York.

FOR SALE.—52-inch full-nickelled American Club bicycle, cost \$160, will sell for \$130; also a 48-inch Cheylesmore Club sociable tricycle, cost \$225, will sell for \$125, both in good order. H. S. KIDDER, 373 West Clinton street, Elmira N. Y.

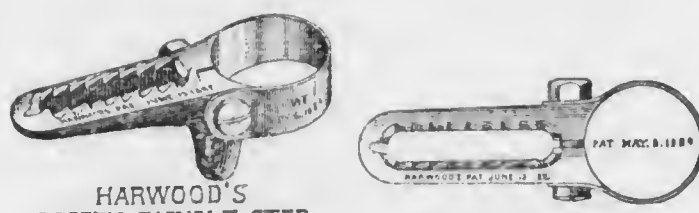
CASH PAID FOR SECOND-HAND BICYCLES. Give full description what repairs needed and lowest cash price. A. W. GUMP, Dayton, Ohio.

## GEO. R. BIDWELL &amp; CO.

2 and 4 East 60th Street, New York,

Columbia and Rudge Bicycles and Tricycles

WHEEL GOODS OF ALL DESCRIPTIONS.

Send for our *Instalment Plan* and Circulars.

HARWOOD'S  
SAFETY BICYCLE STEP  
**Harwood's Detachable Safety Step.**  
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

G. F. HARWOOD,  
Box 381. Worcester, Mass.

## Bells! Bells!!

Pearless Stop Bells.  
SIMPLE,  
EFFECTIVE, CHEAP,  
GOOD.  
No. 8, 1 Hammer - - - 75cts.  
No. 9, 2 Hammers - - - 85cts.

H. and T. Stop Bells.

The King of Stop Bells.  
Surprisingly Simple. Nearly  
equals our Automatic in  
effect. No Rattle. Out of  
the way. Stopped by Shifting  
Handle. Sure to Satisfy  
in Every Respect.

No. 10, \$1.25.

Tricycle Alarm.

A Bell For Tricycles.

Equal to the

AUTOMATIC

For Bicycles.

One or a Series of Strokes

at Will.

No. 7 - - - \$3.50.

Automatic Alarm.

THE K-L-N-T AND UN-K-L-D

BICYCLE BELL.

Sales extending to other

Countries. Copied by Foreign

Manufacturers. The

Most Successful Bell ever

made. Designed to become

the Standard Bell of the

Wheel World.

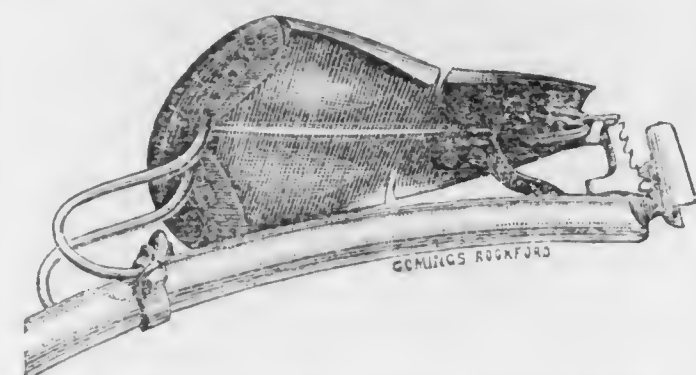
Nos. 1, 2, 3, 4, 5, 6, \$3.00.

For Particulars send for Circular. Order by Number or make of Machine. Sent by Mail upon Receipt of Price.

HILL &amp; TOLMAN - - Worcester, Mass.

## THE LILLIBRIDGE

Bifurcated &amp; Universally Adjustable Saddle



Is adjustable in height, width, and tension.

Is bifurcated to remove pressure from the perineum.

Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

"For six seasons I have been looking for the best saddles and springs, and yours gives me more satisfaction in its adjustment to the form and requirements of the rider than any of the dozens I have used. The downward and forward movements of the spring, the great adjustability in height, width, and tension of the saddle, and the good workmanship of the one I'm riding seemingly leave but little chance for improvement. C. A. HAZLETT, Portsmouth, N. H."

"To try your saddle is to buy one." "They sell like hot cakes." New Haven Bic. Agency—TYLER.

"I would not take fifty dollars for mine if I could not get another."

T. S. RUST, Meriden, Ct."

Price, Nickelled, \$5.00; Japanned, \$4.00.

Send for Circulars.

FREEMAN LILLIBRIDGE

ROCKFORD, ILL.

## ZACHARIAS &amp; SMITH,

NEWARK, N. J.

BICYCLES and TRICYCLES,

Lamps, Carriers, Star Cyclometer, Bags, Saddles

and Bicycle Parts for both CRANK &amp; STAR.

DIFFICULT REPAIRS A SPECIALTY.

## RUDGES, VICTORS,

COLUMBIAS, CLUBS,

PREMIERS, HARVARDS,

KANGAROOS, FACILES.

## BICYCLES and TRICYCLES

L. H. JOHNSON,

Sole Agent for Orange, East, West and South Orange.

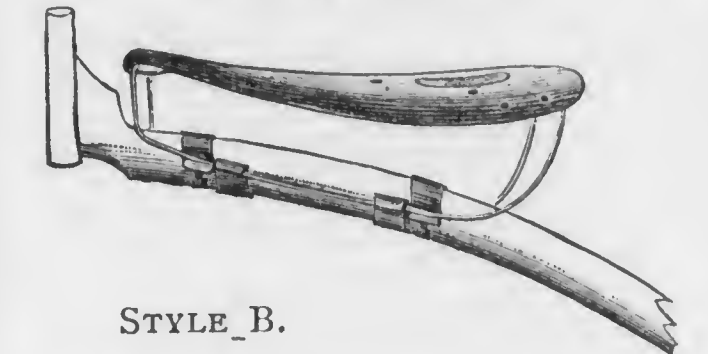
SOLE IMPORTER OF

THE FAMOUS HUMBER MACHINES.

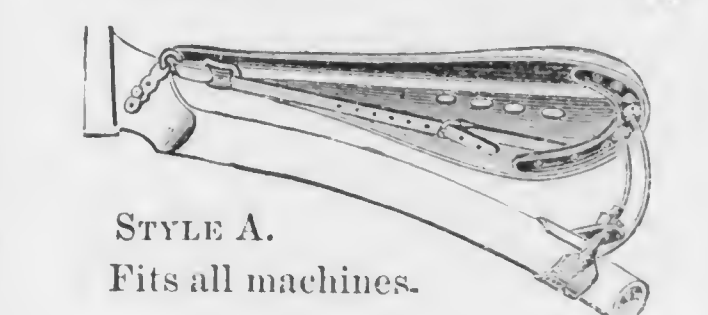
3 Arlington Place, East Orange, N. J.

## THE DURVEA SADDLE.

Patented Feb. 19, 1884.

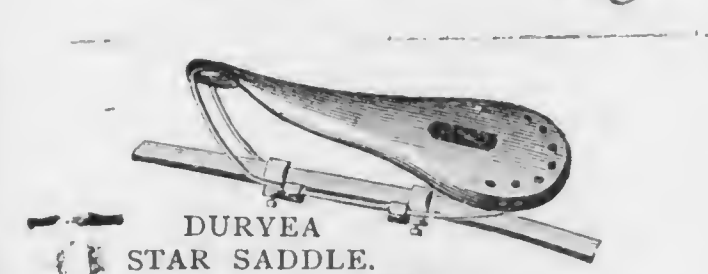


STYLE B.



STYLE A.

Fits all machines.



DURVEA

STAR SADDLE.

Prince's Record of 2.39 was made on a Durvea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armindo, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap.

Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada.

SPECIAL TERMS TO DEALERS.

Reliable agents wanted.

Remit by check, P. O. order, N. Y. Ex., or stamps.

N. Y. TOY CO.

Sole Licensees and Manufacturers,

14 Howard Street - - NEW YORK.



Patented in England and the United States.

Barley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials.

Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BUBLEY, BOSTON, Brighton District, MASS.

793 Lorain Street - - CLEVELAND, O.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and constant, the Star lends all Bicycles; while its positive action, quickness in steering, and economy in pedalling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

H. B. SMITH MACHINE CO.,

Smithville, Burlington Co., N. J.

## THE

BUFFALO  
HOME  
TRAINER.Most Complete in  
the Market.

FITTED WITH

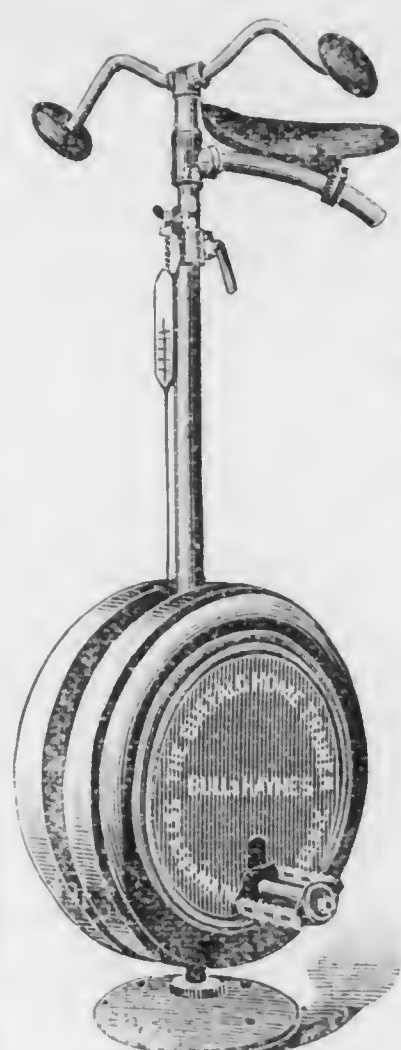
Saddle,

Parallel Pedals,

Cyclometer,

That rings a bell at every quarter mile.

Adjustable to any length of leg.



Price, Complete, \$40.00.

Send stamps for Circulars. Liberal Discount to Dealers.

## BULL &amp; HAYNES,

Makers of Accessories, and Dealers in Bicycles, Tricycles, Parts, and Sundries.

## REPAIRING A SPECIALTY.

Our facilities for doing all classes of work, such as Brazing, Painting, Nickel Plating, etc., etc., at reasonable prices, are unexcelled.

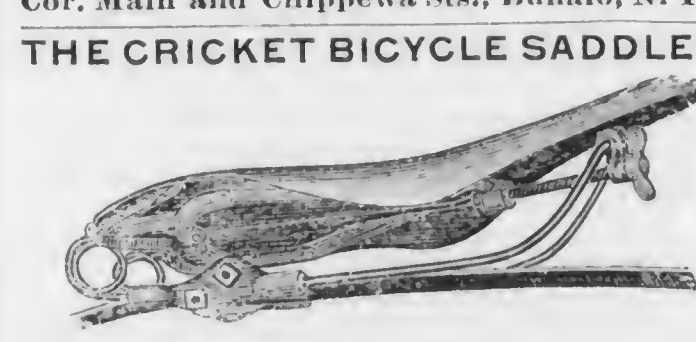
Out of town repairs solicited.

Bicycles sold on the Instalment Plan.

Hersee Hall Riding School. Open from 9 A. M. to 10 P. M. Purchasers Taught Free.

Cor. Main and Chippewa Sts., Buffalo, N. Y.

THE CRICKET BICYCLE SADDLE.



(PATENT ALLOWED.)

Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by 'thumb-screw'; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular. Price: Plain, \$3.50; Nickelled, \$4.00. Sent to any address on receipt of price.

L. S. COPPER,

793 Lorain Street - - CLEVELAND, O.



## SIXTH EDITION.

After studying up the bicycle question for a year, perusing catalogues innumerable, and trying many different machines, I decided upon the "Expert" as the best. It has more than proved itself so.

ALLEN D. SEVERANCE.  
394 WOODLAND AVE., CLEVELAND, OHIO.

After trying several different kinds of bicycles, without finding any to suit me, I concluded to get a 52-inch "Expert" which suits me in every particular. I have ridden over 1,800 miles on rough roads, and won all my races on it, and it hasn't cost me anything for repairs. The ball-bearings make it one of the easiest-running machines I have ever rode. I do not hesitate to pronounce it the best bicycle in the market for our mountain roads.

WILLIAM WOOD, JR.  
SALT LAKE CITY, Jan. 28, 1885.

I have ridden my last wheel, a 56-inch "Expert," for a year over some of the worst roads in the country, and when I "stalled" it for the winter I found it in as good a condition as when I received it, except as to the natural wear on the rubbers. When it is known I weigh 198 lbs., this speaks volumes. I have not spent a cent for repairs and not even a spoke is loose. It is easy of adjustment and runs almost alone. It fills the purpose for which it was made,—a strong, stanch, and steady give-and-take roadster, and I shall not look further for a wheel for that purpose.

Very truly yours,  
GEO. SANDERSON, JR.  
SCRANTON, PA., Jan. 30, 1885.

I have been riding a 58-inch "Expert Columbia" bicycle during the year 1884, and heartily recommend it as superior in general construction and finish to any other make I have seen or used. My experience as a wheelman, using an "Expert" in a mountainous country, over rough roads (not board walks), proves its durability beyond a doubt. I readily concur with popular consent in giving it *first place*. It has gained a prominence freely accorded it on account of *real merit*. To any one who may contemplate purchasing a bicycle, I cheerfully combine my recommendation with the guarantee of the Pope Manufacturing Company, that the "Expert Columbia" bicycle is a "thoroughly reliable machine." Let me add that I have derived more genuine pleasure and benefit to my health in one year's use of the bicycle than in three years' experience in horse-back riding.

Yours truly,  
H. L. MUNDY, D. D. S.  
WILLIAMSPORT, PA., Dec. 2, 1884.

余今在英其市我  
言于車員其可  
我月我我保亞  
我騎而馬者  
永興

TRANSLATION.

The Pope Mfg. Co.:—  
You make the best bicycle now on the market. I like very well. I thank you to send a letter for me. I am a bicycle rider. WING HING.

I have been the rounds, having started at "Expert"; but after looking up and getting posted all around, I am back to "Expert" again. For some time past I have been riding a 52-inch "Expert," and am proud of the American wheel. Have tried all, but when you get an "Expert" you can just depend on everything else if you can on yourself. We have a fine club of twenty, and some eight or ten on the string for new wheels. We all "swear by the 'Expert'."

Yours truly,  
CLARENCE H. PLUMB.  
INDIANAPOLIS, IND., Jan. 18, 1885.

For a Full Description of the COLUMBIA BICYCLES and TRICYCLES, send for Illustrated Catalogue to

THE POPE MANUFACTURING COMPANY,  
597 Washington Street, Boston, Mass.

BRANCH HOUSES - - - 12 WARREN STREET, NEW YORK; 179 MICHIGAN AVENUE, CHICAGO.

ALFRED MUDGE & SON, PRINTERS, BOSTON.

I have used one of your 52-inch "Standard Columbias" for the last three years, and find it as good, if not better, than any other machine for the price, that I have seen or ridden, yet in the market. I have used it for teaching constantly, and have won one \$25.00 and one \$50.00 gold medal for fancy exhibitions on this wheel. I recommend the "Standard Columbia" bicycles above all others.

Wing Hing, our Chinese bicyclist, says: "Me likee 'Columbee' bicycle; vely good wheel; likee all timee." Yours,

W. H. LAPHAM.  
CEDAR RAPIDS, IA., Dec. 18, '84.

For some months I have been greatly interested in the bicycle. Scarcely a day passes in which, when weather and roads will permit, I do not ride, either for exercise or in the way of professional duty, seven or eight miles. My interest in the bicycle, inasmuch as it so greatly assists locomotion, and promotes health, has led me carefully to examine every first-class make of machines, either of foreign or home production. As the result, I can very willingly say, without any mental reservation, that the "Expert Columbia" combines all that is excellent in the construction of other machines, and far surpasses all others for American paths and roads. Besides, the ease with which any part needed, in case of breakage or wear, can be secured, and the certainty that such part when obtained, will accurately fit, in contrast with the often opposite experience in regard to machines of foreign manufacture (I speak experimentally), fully persuades me that the wisest bicyclist is he who owns and rides a machine of your make.

I am, very sincerely yours,  
REV. W. SCOTT STITES,  
Pastor Presbyterian Church.  
WYOMING, PA., Dec. 8, 1884.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

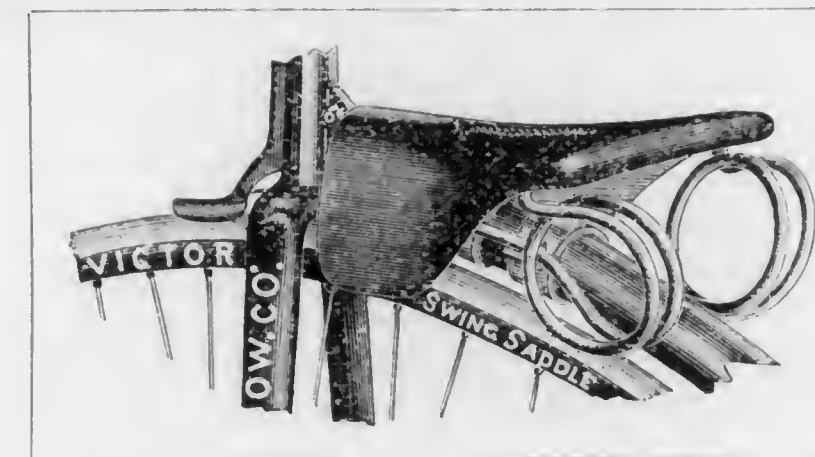
Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 20 MARCH, 1885.

Volume X.  
Number 20.

## VICTOR SWING SADDLE.



EASY TO TAKE LEATHER SEAT OFF. EASY TO PUT LEATHER SEAT ON.  
EASY TO ADJUST TO ANY TENSION. EASY TO RIDE.  
YOU WILL LIKE IT. BETTER SEE IT.  
PRICE, WITH NICKELLED SPRINGS, \$6.00.

Overman Wheel Co. - - - 179 Tremont St., Boston.

Call and Examine or send for Catalogue.

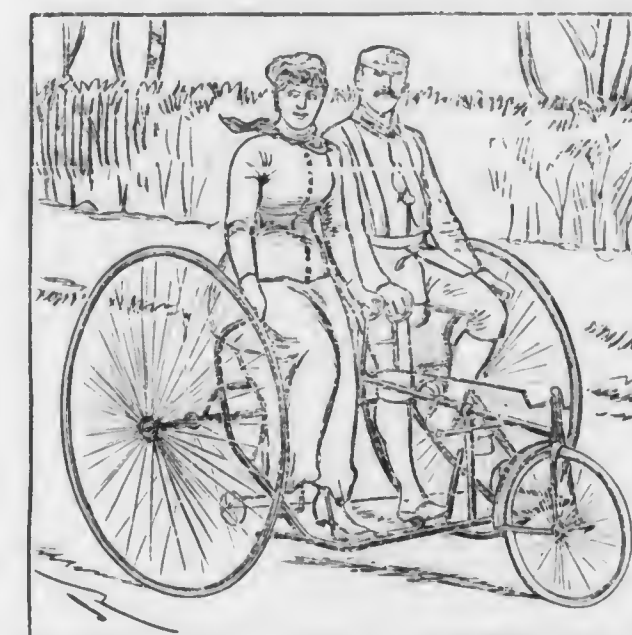
## THE CUNNINGHAM COMPANY,

ESTABLISHED 1877,

Importers and Manufacturers of

## TRICYCLES AND BICYCLES,

Manufacturers' Institute, Huntington Avenue, Boston, Mass.



"On the Road."

Visitors will find our new headquarters in Section B, Nos. 1, 2, 3, 4, 5 and 6 of the above immense building, where, with factory, offices and salesrooms all under one roof, we have ampler space and largely increased facilities for the prompt dispatch of business, and shall be glad to give our best attention to the orders of our customers, old and new.

Inquirers from a distance are reminded that they can obtain our two illustrated catalogues, descriptive of our "HARVARD SPECIAL" and our "YALE ROADSTER" Bicycles, and of our specialties in

**SOCIABLES AND SINGLE TRICYCLES,**

by sending a two-cent stamp for each or either catalogue to the above address.



SEND FOR CATALOGUE.

SEND FOR CATALOGUE.

# SINGER'S BI } CYCLES TRI }

Are Entirely Remodelled for 1885, and Include, among no less than

**THIRTY-FIVE DISTINCT PATTERNS,**

Bicycles and Tricycles specially adapted for American Riders.

## SINGER'S "BRITISH CHALLENGE,"

The Finest Roadster known. Contains Important Alterations for 1885.

## SINGER'S "APOLLO" BICYCLE,

A Really Strong Light Roadster (54 inches, 33 pounds) Entirely New,  
complete.

FITTED WITH NEW PATENT TANGENT, OR DIRECT SPOKED WHEELS.

## SINGER'S "CHALLENGE SAFETY."

A Really **SAFE** Geared-Up Bicycle.

Do not be Misled by Assertions as to the safety of Certain Bicycles which are MERELY SMALL.

## SINGER'S "CHALLENGE RACER."

Entirely New. The Finest Racing Bicycle made.

## 24 DISTINCT PATTERNS OF SINGER'S TRICYCLES FOR 1885.

N. B.— We have found it necessary to entirely withdraw our agency from Messrs. Stoddard, Lovering &amp; Co., our late Agents for the United States.

Arrangements for Supply will shortly be announced; meanwhile, applications FOR LATEST PATTERN must for the present be addressed ONLY to

# SINGER & CO. - - - COVENTRY.

The Largest 'Cycle Manufacturers in ENGLAND.

## PRICE LIST

— OF —

### The American Challenge.

## STANDARD FINISH.

60 inch	- -	\$82.00
58 "	- -	80.00
56 "	- -	78.00
54 "	- -	76.00
52 "	- -	74.00



## PRICE LIST

— OF —

### The Ideal.

## STANDARD FINISH.

50 inch	- -	\$72.00
48 "	- -	66.00
46 "	- -	60.00
44 "	- -	54.00
42 "	- -	42.00
38 "	- -	35.00

**HIGH GRADE AT LOW PRICES!**  
**THE AMERICAN CHALLENGE,**  
**THE AMERICAN SAFETY,**  
**AND IDEAL BICYCLES,**

MANUFACTURED BY

**GORMULLY & JEFFERY,**  
 222 and 224 North Franklin Street - - - - CHICAGO, ILL.

## PRICE LIST

— OF —

### The American Safety.

## STANDARD FINISH.

42 inch	- -	\$76.00
The reach of a 52 or 54 inch Bicycle.		
44 inch	- -	\$78.00
The reach of a 54 or 56 inch Bicycle.		
46 inch	- -	\$80.00
The reach of a 56 or 58 inch Bicycle.		



## RIDERS!

SEND FOR OUR

32-Page Illustrated  
Catalogue.

## DEALERS

THESE ARE THE

## BICYCLES

IT WILL PAY YOU  
TO HANDLE.



# THE BUTCHER CYCLOMETER

IMPROVED FOR 1885.

CAN BE READ FROM THE SADDLE AND USED WITH A HUB LAMP.

PRICE - - - - - \$10.00

Its form remains the same, but the works have been entirely remodelled.

Its action is more positive, and the troublesome springs are done away with.

Now ready for bicycle, tricycle, and American Star.

THE BUTCHER AUTOMATIC BICYCLE ALARM

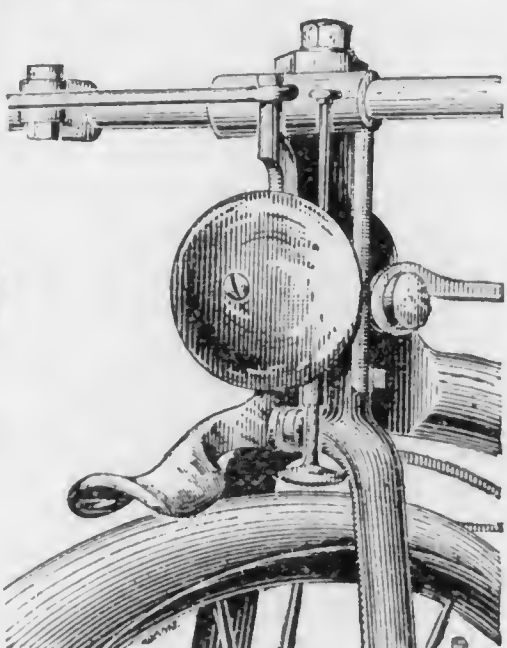
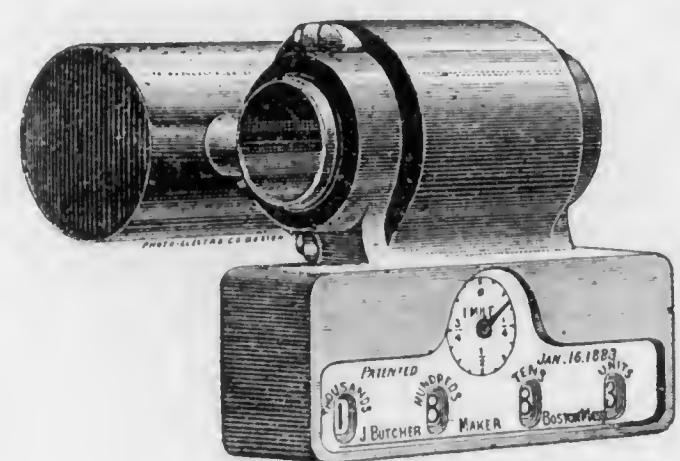
Is the Cheapest and Best Automatic Alarm in the Market.

Price, post-paid, \$2.00.

Send for Circulars.

BUTCHER CYCLOMETER CO.

No. 338 Washington Street - - Boston, Mass.



Boston, Feb. 25, 1885.

THE BUTCHER CYCLOMETER COMPANY, BOSTON, MASS.

Gentlemen:—I desire to say a word or two in favor of your cyclometer. I had one in use on my bicycle all of last season, registering some 1,830 odd miles, and I can say that I consider it superior to any other make. I find it of great advantage to be able to read the record without dismounting. I have tested its accuracy in every conceivable manner, on the mile track as well as by going over known distances a number of times, and I have always found it correct. I have had it in operation on a lathe, and seen it record a mile in ten seconds without a skip or a jump to indicate that it did not register. You have my most hearty indorsement of its utility.

Yours Very Truly,

GEORGE R. BLAISDELL.

B. SCHULENKORF & SON,  
MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

BOSTON.

## MISCELLANEOUS.

ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Columbia bicycles, Sanspareil, Rudge Light Roadster, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

LAMSON'S LUGGAGE CARRIER, the cheap, best, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

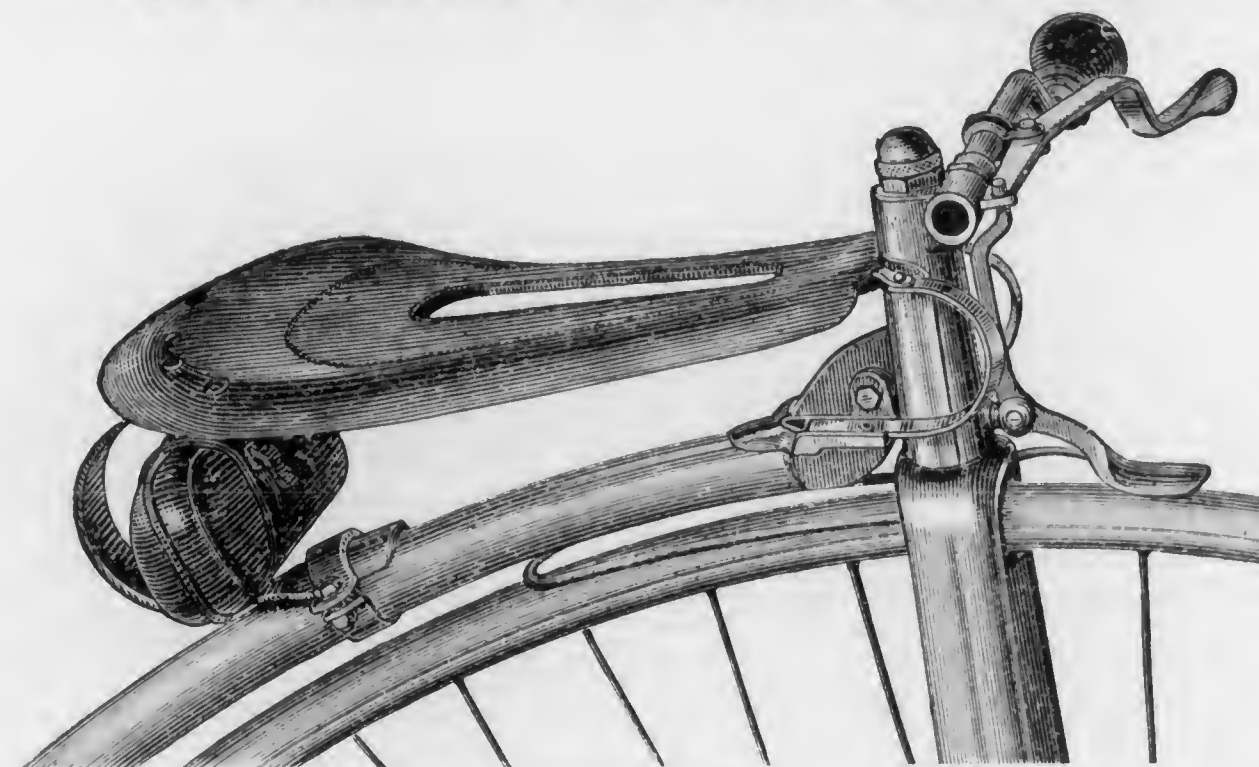
LEAGUE OF AMERICAN WHEELMEN. —Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. the only authorized maker.

THE CRESCENT BICYCLE ROSE SUPPORTER, with patent alligator clasp; the latest and best article of the kind; cyclers who are using this supporter will have no other; made in drab, white, pink, and blue web; sample pair mailed on receipt of fifty cents by WALTERS BROS., Prospect, N. Y.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

## PERFECT HYGIENIC BICYCLE SADDLE.

NOW READY FOR THE MARKET.



[PATENT ALLOWED.]

No metal frame or tree. Springs at both ends completely compensating all jar and jolt. No pressure on perineum and no danger from bicycle riding with this Saddle. Only perfectly hygienic Saddle made. Thoroughly tested last season and fully perfected. Finest material ever used in a bicycle accessory. Furnished only in full nickel. Retail price \$6.00. Liberal discount to the trade. Orders filled promptly. Send for descriptive circular. Manufactured by

T. J. KIRKPATRICK, Springfield, Ohio.

In ordering give size and make of your machine.

## Second Annual Race Meeting

OF THE

CITIZENS' BICYCLE CLUB,

AT THE

KNICKERBOCKER ROLLER SKATING RINK,

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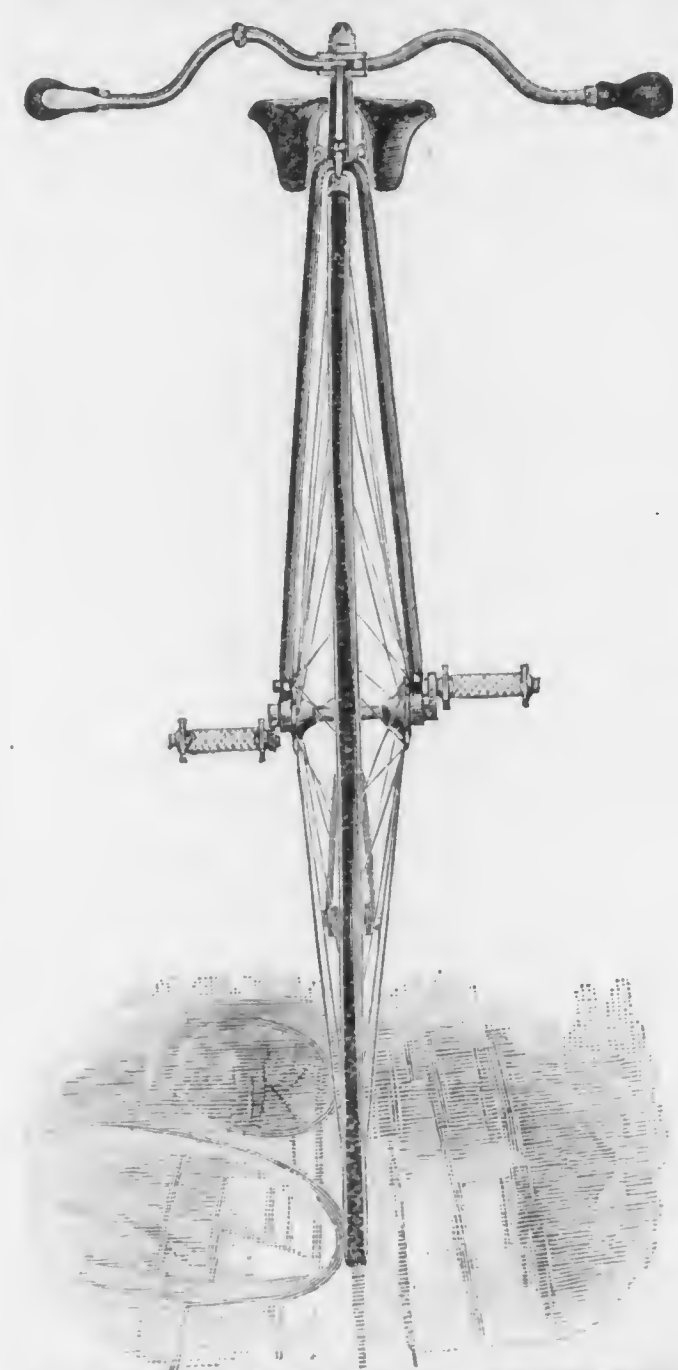
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Published every Friday

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8 Pemberton Square, Room 12,  
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J. S. DEAN . . . . . } EDITORS  
ABBOT BASSETT . . . . . }

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 20 MARCH, 1885.

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## LET THEM MEND THEIR WAYS.

The Local Improvement Society of the town of Quincy, Mass., held a meeting the other night, at which, plans for improving and beautifying the town were discussed. The subject of roads and highways received considerable attention, and the society intends to make a move

towards their improvement. This will be welcome news to all cyclists who have ridden over the execrable highways of that town. We hope the cyclists of Quincy will co-operate with the society and give substantial aid in the good work.

As the number of cyclists and the interest in cycling increases, the matter of roads and their maintenance becomes a question of importance. In all civilized sections of the country it will, we think, be found that towns and cities are bound by statute to make the public ways safe and convenient for travellers at all seasons of the year. In this State, and probably in most others, a neglect so to do furnishes the ground for an indictment. Whether or not the way is convenient, is, of course, a question for the jury under all the circumstances of the case; but the rules laid down by the courts are not strict, and it is not necessary to prove that the road is absolutely unsafe. We believe that some of our large organizations that are waiting for an opportunity to show what they can do, will find here an excellent field of labor. We should not advocate the indiscriminate harassing of towns, but would it not be a good idea to enter a complaint against some town that shamefully neglects its duty. There are roads even in the vicinity of Boston that are in a shocking state. Some of them are positively dangerous to wheelmen, and inconvenient to the rest of the travelling public.

The organization that will undertake to systematically move in this direction, not perhaps to the extent of asking for indictments, but by calling the attention of town officials to the state of their roads, or by instituting petitions for their repair, will receive the support and indorsement of every wheelman. State divisions could very well take up this matter and should do so. We wonder whether any of them will do so?

RACING matters are being well taken care of, but the average cyclist does not race, and is only semi-interested in matters connected with the track. But every wheelman that rides is interested in roads, hotel accommodations, and the practical comforts while touring. It is in this direction the efforts of all our associations should be bent.

We trust there is no truth in the report that Secretary Aaron, of the L. A. W., will not serve again. He ably fills the position of editor and secretary, and the League cannot afford to lose him, for to find a man to fill his place will be no easy task. He should be labored with.

The half-year, with a full year's dues, seems to be a serious question with many League members, and especially with the clubs that pay the dues of their members out of the treasury. It may be better to take a half-rate for the half term, and we hope the matter will be seriously considered before action is taken that cannot be recalled.

Our friend Kron is impatient of the termination "ist," and clings to the "er." We commend to our readers a careful reading of his plea, and, in this connection we invite their attention to the following extract from the preface to the new edition of J. G. Dalton's "Lyra Bicyclica": "The incorrect termination as in cyclist was too frequent to rectify all in the plates; it does not occur in the later pieces." Mr. D. can support his position by throwing Webster's dictionary at Mr. K.'s head, and as Mr. K. is a Yale man it will be hard for him to dodge the blow.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

## Proposed New Definition of Professionals.

Editor Bicycling World:—In common with many, if not most of the cycling fraternity, I have been thinking a good deal lately about the much-debated amateur rule. I differ from some in thinking it desirable that there should be such a rule, and that it should be strictly maintained. There ought to be, in my opinion, a distinction between those who ride the wheel as a healthful recreation, or in the course of their ordinary business, on the one hand, and those who make racing or exhibiting a business as a means of making money, on the other.

We all know what has been the fate of those recreations which have been erected into a business by the entrance of the money-making spirit into them, and I see no reason why bicycling should not meet the same fate, if that same spirit once comes to prevail in it. Base-ball used to be as much of a favorite as cycling now



is, or even more, and it did a great deal of good in its day; but now we play it by paying half a dollar to see some one else play it for us!

I think, however, that the amateur rule is defective in its present form, in that it undertakes to define an amateur by what he has *not* done, and gives no definition of a professional, which term is used in the definition of an amateur. In this respect it is too much like the small boy's definition of *salt*, viz.: that which spoils the soup if you *don't* put it in! It seems to me more logical to begin by defining a professional, as this may be done in positive terms; and I venture to suggest the following as an improvement on the present amateur rule:—

"The following classes of persons shall be deemed *professionals*:

"I. Those who at any time have made their own personal riding of the bicycle or tricycle a means of making money in either of the following ways:

"(a). By racing or riding against time for a *cash prize*, for *public money*, for *gate money*, or for a *staked bet*.

"(b). By giving exhibitions of speed, or skill in fancy riding.

"II. Those who have competed with, made pace for, or accepted such service from any person included in class I.

"All other persons shall be deemed *amateurs*."

I have endeavored to cover all the cases in which the *money* is the *consideration* for the riding or the *inducement* to ride and these are the only true cases of professionalism in my opinion. I admit that the proposed rule does not cover the case of the so-called amateur who wins a valuable prize and immediately sells it. There is but one way of putting a stop to that sort of thing, and that is, to offer prizes which are of little or no intrinsic value, merely a sort of durable certificate of the *fact* of winning, so that the *honor* of winning shall be the main inducement as it was in the ancient games. The prize of the Olympic victory was but a wreath of oak leaves, yet many a Greek athlete would have died a thousand deaths to win it, for the victor in that mighty contest received all but the honors of a demigod.

I should be heartily glad to see this policy adopted by the L. A. W., for it could hardly strike a heavier blow at professionalism than this would be. And if this policy (I mean that of giving prizes of merely nominal value) should result in the abandonment of racing altogether by the League as such, I, for one, should say, so much the better. I venture to predict that racing this year, what with League meet, division meets, club tournaments, etc., will prove itself to be an utter nuisance, tempting many young wheelmen to neglect their business, and often seriously to injure themselves by the violent efforts required in close competition. If ever our noble and healthful sport, which, when used in moderation, is one of the greatest blessings ever bestowed upon humanity falls into dis-

favor, it will be simply because of this insane struggle to *beat somebody* at it. The League has quite enough to do, and would take a long step forward, in my humble judgment, if it would leave racing alone and devote itself to the promotion of touring, improvement of roads, and ascertaining and upholding the rights of wheelmen upon highways and parks. I do not expect a wide acceptance of these views at present, but I offer them to my brother wheelmen for what they are worth, with the heartiest desire to promote their real interests. I ought to mention that the opinion I have expressed as to the hurtfulness of racing is that of at least one wide-awake physician who is well known as a wheelman.

A. C. RICHARDSON.

BUFFALO, 13 March, 1885.

#### A Valuable Hint.

*Editor Bicycling World*:—Although merely a novice as a wheelman, I believe I can communicate something of interest to others who may at first "tri," and possibly add pleasure to tourists and professionals as well.

For muscular lameness, soreness, or chafing, whether from over use of the muscles, or from falls or bruises, use *Arnica Oil*. Can be procured from any first-class homoeopathic pharmacy. Bathe the parts on retiring to bed, and after thoroughly drying, apply the oil with plenty of rubbing. Use again in the morning. It will be found very grateful in its effects.

If the remedy cannot be obtained from a pharmacy, it may be prepared as follows: Take of recently gathered *arnica root*, in coarse powder, one part by weight, and of the finest olive oil (not cotton seed oil) ten parts by weight, put the ingredients into a well stoppered, wide-mouthed bottle, and macerate in a warm place for two weeks, then express and filter.

It can be used on raw and cut surfaces, where *arnica tincture*, even if diluted, cannot be borne.

G. W. WILLIAMS, M. D.

MARSHALLTON, IOWA, 6 March, 1885.

#### "Er" and "Ist."

*Editor Bicycling World*:—Your remark of 27 February, in deprecation of such an atrocious word as "wheelist," quite appeals to my sympathy; though I do not think you are justified in imputing to the editor of *Wheeling* a motive even more contemptible than the word itself, to account for his giving it currency. I can't believe that he has a mind small enough to entertain so microscopic a revenge as is implied in the idea of refraining from the use of the word "cyclist," as a means of gratifying his spite against a rival weekly called the *Cyclist*. A much more plausible motive lies right upon the surface. *Wheeling's* earliest aim is to be smart and slangy. "I won't philosophize, and will be read" is the guiding motto of its editor. Short

paragraphs and slang are the old-time devices to which resort is always made when a man thus decrees that his paper shall be "lively" and "spicy" and "readable,"—whatever else it lacks. I don't believe you will deny that these three objections fairly belong to the journal in question,—no matter how long a list you may make of other desirable adjectives which cannot be applied to it. The energy and audacity and free-handness shown by the editor in pushing the business interests of the paper indicate that he is a man nearer the bustling American than the slow-paced English type; and a go-ahead person of that sort is apt to consider slang an effective trick-of-the-trade.

All this is prefatory to my saying that, though the word "wheelist" is very detestable slang, it seems to me only a shade worse slang than the word "cyclist." To this, in these latter days, the *BICYCLING WORLD* appears to be quite reconciled, though, in its earlier years, when Charles E. Pratt was its editor, "the slangy termination 'ist'" was never tolerated in its columns. That author of our earliest local road book, "The American Bicyclist" (1879), commended himself more to my grateful recollection (and probably did more to give dignity and repute to cycling in early days), by the act of defending "the termination 'er,'" than by all his other better known acts in behalf of the pastime,—exceptionally important as these undoubtedly were. "Bicyclist," a bad word, see page 26, is an entry of his index to which I have always accorded a hearty Amen! The reference itself reads as follows: "The term 'bicyclist,' as applied to a rider of the bicycle, though considerably in vogue in England, and copied to some extent here, is neither correctly formed nor euphonious, nor fixed in usage; and not until we can speak of a walkist, a sailist, or a swimmist, should the use of it be encouraged by printing it so."

It seems to me a great pity that these wise words of our earliest authoritative writer on the subject have not been universally regarded; and though I despair of converting the *BICYCLING WORLD* back to its original standard, in respect to excluding from its columns "the slangy termination 'ist,'" I shall at least feel somewhat relieved in mind by putting on record my personal abhorrence of that termination. It is as useless to dispute about tastes in words as in other things: and I will not presume to say that every user of "ist" thereby "shows bad taste." But I do say that every writer and talker who is utterly lacking in good taste, is sure to use "ist." Every sporting man, every gambler, every person who makes his livelihood from cycling in the same spirit that he would make it from brick-laying, is always certain to say "cyclist," "bicyclist" or "tricyclist." The same terms will always be used also by every man who looks upon wheeling as silly or contemptible, in exactly the same way as a man

will designate as "skatist" or "walkist," the person whom he wishes to ridicule as a skater or walker. "Wheeler" would be far preferable to "wheelist" if the editor of *Wheeling* wishes to use a word of the same root; but our American "wheelman" is better than either; and the editor says it suggested to him the title of his paper. This title, by the by, seems to me the happiest yet lit upon by any cycling journal; and perhaps my admiration for it serves to intensify the disgust I feel at the editor's popularization of so bad a word as wheelist.

KARL KRON.

WASHINGTON SQUARE, N. Y., 7 March.

#### By Wheel to Lake George. NO. II.

If this road is taken, a turn to the right must be made at Hoosick Corners (287), and after crossing the river on a covered bridge, a turn to the left will again bring the rider on the main road.

Beyond this the scenery is beautiful, and in some places truly grand. At one point where we dismounted to drink from one of the many springs that lined the road, the mountain rose above our heads for many hundred feet, and with its sides covered with evergreen, dotted here and there with the brighter colors of a maple, made a picture worthy the pencil of an artist.

At North Petersburg (290½), we turned to the left, and, after recrossing the river, again turned south and found good roads through North and South Pownell (297), Vt., to Williamstown (302), Mass., the seat of Williams College.

A glance at our log during the evening, showed that the sixty-seven miles from Glen's Falls had been wheeled in seven hours actual riding time, which will give some idea as to the condition of the roads.

The following morning was taken up in wheeling to Lanesboro (318½), over a rather soft road. While at dinner we were joined by a member of the "Berkshire County Wheelmen" of Pittsfield, who advised us to turn directly east and ride to Dalton, as it would shorten the route to Springfield about six miles. We accordingly turned to the left at the first cross road beyond the hotel, and after two hours of alternate walking and rough riding arrived at Dalton (325). We do not recommend this short cut, and think time and labor could be saved by going first to Pittsfield.

At Dalton the road is poor, and a few miles farther on becomes even worse, soon turning into a mere mountain path, hardly accessible for a man on foot.

Remembering our experience below Albany, we ventured to try the path on the Boston and Albany Railroad, and were delighted to find it capital wheeling. Care should be used however, as the path is narrow and the ties are set several inches above it, with here and there a long one projecting out, contact with which would sure to cause a bad header.

Proceeding cautiously, but at a fair

rate of speed, we passed through Hinsdale and Washington, arriving at Becket (338) about dusk, where we found good accommodations for the night.

On Monday morning, we again took to the track, but the many cuts and culverts, together with the sharp lookout we were obliged to keep for trains, made riding anything but pleasant, and we were glad to arrive at Westfield (354), with our bones still in their proper places.

From the square in Westfield, fair sidepaths extend for several miles toward Springfield, followed by a red gravel road that continues into the city (364).

16, 17, and 18 September were spent in enjoying the good things the Springfield Club had provided for their visitors, and we only regretted our inability to remain another day and see the grand tournament out, but business was pressing, and the morning of 19 September saw us again on our wheels ready for the "last lap" of the trip.

Contrary to the advice of a number of friends, we decided to reach New Haven, if possible, over the route laid down by Karl Kron in his article on "Winter Wheeling." A brief description of the road as we found it would be, three quarters unmitigated sand; balance worn out pike. The towns passed through and distances are as follows: Westfield (374), Southwick (381½), Granby (388½), Simsbury (395), Avon (400), Farmington (406½), dinner at Elm Tree Inn (first-class), Plainville (410½), Southington (415), Cheshire (423½), Centreville (432), stopped over night (poor hotel), New Haven (438).

A far better route is by way of Hartford, following closely the line of New York, New Haven and Hartford Railroad.

Through New Haven the roads are fine, and good sidepaths continue past West Haven to Merwin's Point, where an extensive view may be had of Long Island Sound. At the Point the paths end, and an inferior road continues through Milford (450) and Stratford (455½), to Bridgeport (459).

We had our first experience in dining at a League hotel here, and the novelty of special rates was not, at least in our case, spoiled by a lack of comforts. Indeed, it seemed to us that "mine host" laid himself out to make it pleasant for us, and we left feeling that the L. A. W. was not the useless, inert body that many of our writers would have us believe it to be.

The route across Connecticut below Bridgeport is a very hilly one. The old turnpike, that runs back from the Sound a mile or more, crossing a succession of grades that do not end until Port Chester (491) is reached.

At the time we wheeled over this road, no rain had fallen for nearly four weeks, and the constant travel had worn the surface off, leaving a covering of dust and loose stones over an inch thick. Ordinarily, however, the pike is said to

be a good one, and, if less hilly, would be easily ridden.

At the square in Port Chester, we left the main road to New York, and, turning to the right, took what is called the "Boulevard" through White Plains to Tarrytown (504). The word "Boulevard," however, was, in this case very misleading, as we found it nothing more or less than an ordinary country road.

Below Tarrytown is the favorite riding ground of metropolitan wheelmen, and, with the exception of a portion of the road between King's Bridge and New York city, few finer roads can be found.

Before closing this article a brief description of our outfit may not be out of place, as we found it satisfactory in every particular. The machines ridden were two 52-inch and one 54-inch. We dispensed with the rather unhandy M. I. P., and used the Z. & S. carrier instead. These answered the purpose admirably, our bundles decreasing in size as we became more skilful in rolling them tightly.

In clothing, we carried a complete change of underwear and extra flannel shirt and stockings, and the usual toilet articles, which should include a stout whisk-broom. Some strong twine and copper wire, besides needles and plenty of thread, should be added. Last, but not least, a telescopic cup, or "tourist's delight," will be needed. The bundle should be well wrapped with a strong piece of oiled silk or water proof of some kind.

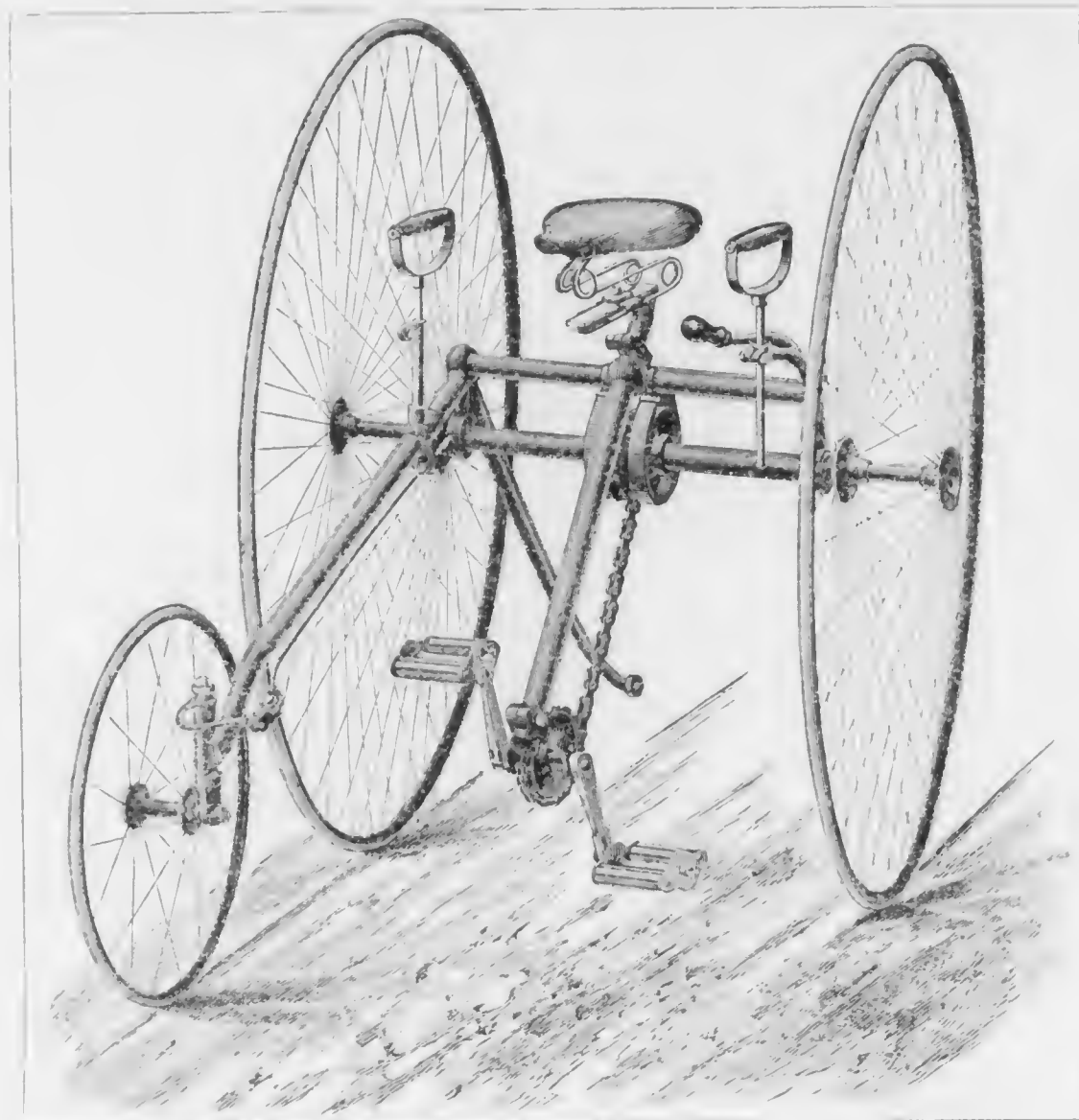
Thus equipped, and with bright skies overhead, a wheel to Lake George will prove one of the most delightful experiences of a wheelman's lifetime.

#### Samuel Conant Foster.

S. CONANT FOSTER, the well-known bicycling enthusiast, a member of the Citizens' Bicycle Club, of New York, and the author of a book of verses, published under the title of "Wheel Songs," fell a victim to pneumonia on Sunday morning, 8 March. He was but thirty-one years of age, and was the son of the late Col. George Foster. His funeral was numerously attended. Mr. Foster was better known to the early wheelmen than to those of a later day, though his well known signature to articles in the cycling periodicals is familiar to all who read them. He was manager for Wm. M. Wright, at 791 Fifth Avenue, when that establishment was the leading business house in its line in New York. His most recent contribution to literature was the description of the house of the New York Athletic Club, which appeared in a late number of *Outing*. Cycling has lost a warm advocate and an enthusiastic disciple.

Boston wheelmen who attend church now call the meeting house, "The Pew-eries."



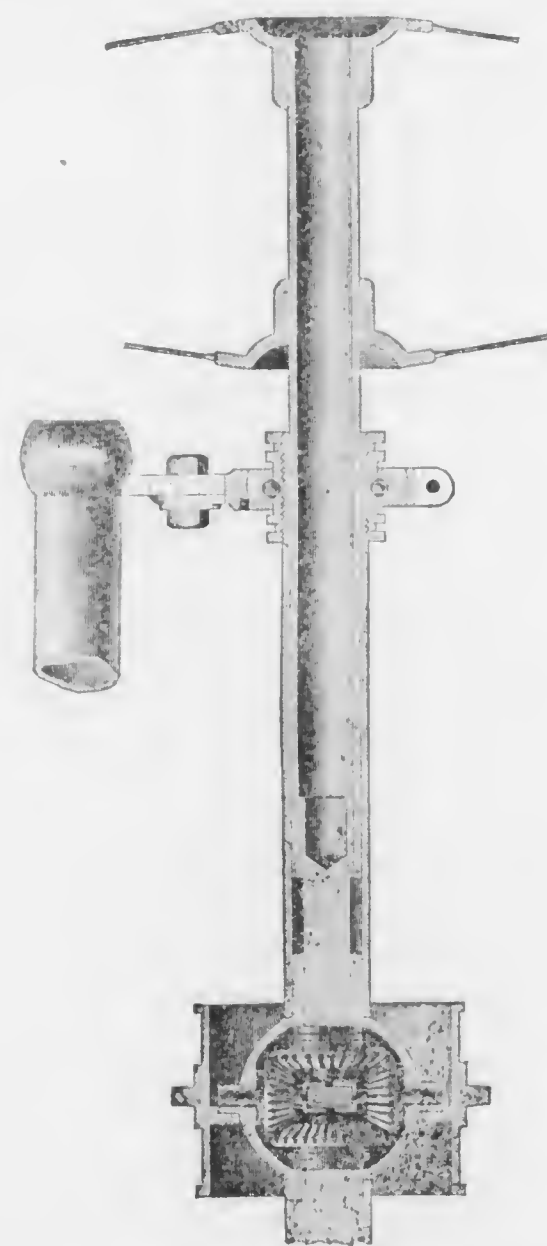


The Columbia Two Track Tricycle.

MADE BY THE POPE MANUFACTURING  
COMPANY, BOSTON, MASS.

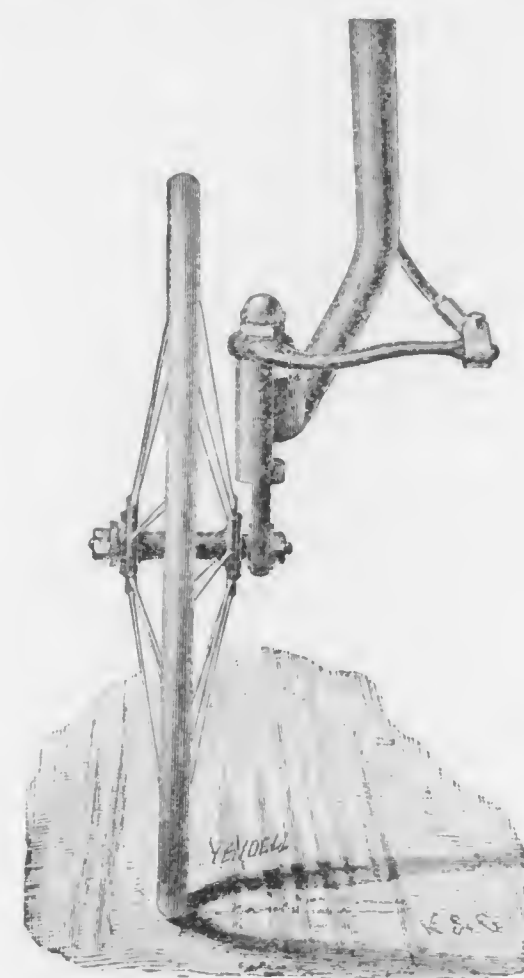
We were unable, for reasons stated, to give as we would have liked, a description of the new Columbia Tricycle in our trade outlook. We take this, the earliest opportunity of presenting to our readers the details of construction, but must leave our comments to a later day, when we shall have had a chance to ride and test it. The above cut depicts very well the general style and contour of the machine, which our readers will see has the wheel base of an ordinary two tracker, a type of tricycle which has of late grown in favor, and is claimed to be especially adapted to rough country roads. The driving wheels are forty-eight inches in diameter, as the makers believe this to be a happy medium between two extremes, but the front wheel is larger than before used by this company, and is twenty inches in diameter. We think this a very desirable change, as a fairly large steering wheel has many decided advantages. This steering wheel tracks with the right hand driver, leaving the front unobstructed, and offering but two lines of wheel resistance to watch and overcome. The tires are endless moulded rubber, seven eighths inch to drivers, and three quarters inch to steerer, are contractile, and cemented into crescent steel rims, stayed by sixty and eighteen double butted direct No. 11 steel spokes. The forged steel hub flanges are fastened directly to a large, hollow axle, made of weldless steel

tubing, making a light and strong axle. The compensating gear which is Whitehead's patent, with Wallace's improve-



ments, unites the axle, which is in two pieces in the centre, as shown in the cut. In the middle is the upper driving cog, and on either side of it are the drivers

for the double band brake, with pull lever. This necessitates a central driving which is provided for by extending from the centre of the tubular frame a steel tube which slopes downward and forward. At its end is clamped a hanger for a pair of ball bearings through which is passed a short axle for the low cog-wheel and bicycle cranks. Parallel pedals, as on the Expert, are used, though of course ball pedals can be had as an extra. On the right hand of the upper part of the frame a tube is extended forward as in most two track machines, but instead of extending horizontally, and terminating with ordinary head and fork, it slopes downward, and ends with Wallace's



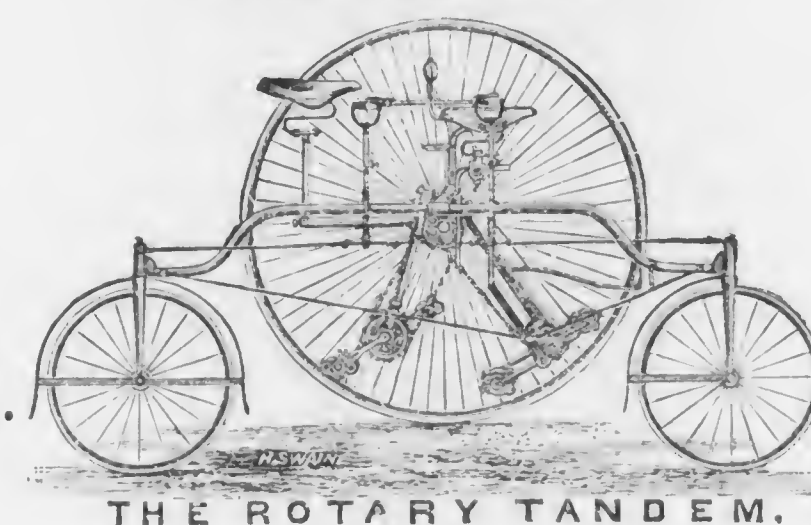
dwarf head, which is small and neat in appearance, and is claimed to conduct the strain more directly from the steering wheel to the driving gear, and insure steadiness of motion. This wheel is actuated by a spiral rack and pinion, the spiral being used, as the steering rod is at an angle. The connections are neat, effective, and out of the way. The ball bearings are of the Columbia type; and are used everywhere except on pedals. The handles are of course adjustable, and are of the spade variety, with vulcanite hand holds. The seat rod is inclined, and operates to move the saddle backward when it is raised, so as to preserve the relative positions of seat and pedal, for the taller rider has a longer thigh as well as leg; and by an ingenious attachment of the crank supporting tube tangent to the horizontal one, instead of flush with it at the connection as usual, this seat rod is made to move inside, and out of the way of everything. Another new departure in this machine is the building of the wheels directly upon the tubular half axles, thus getting a firm wheel, and dispensing with a large amount of misplaced material. The machine has a track thirty-one inches in



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FOR

CATALOGUE.



THE ROTARY TANDEM.

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FOR

CATALOGUE.



RUDGE SAFETY.

THE RUDGE SAFETY.  
Stoddard, Lovering & Co.  
Boston, Mass.

Reliable  
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A few shopworn and second-hand machines in stock at low prices. Send for list.

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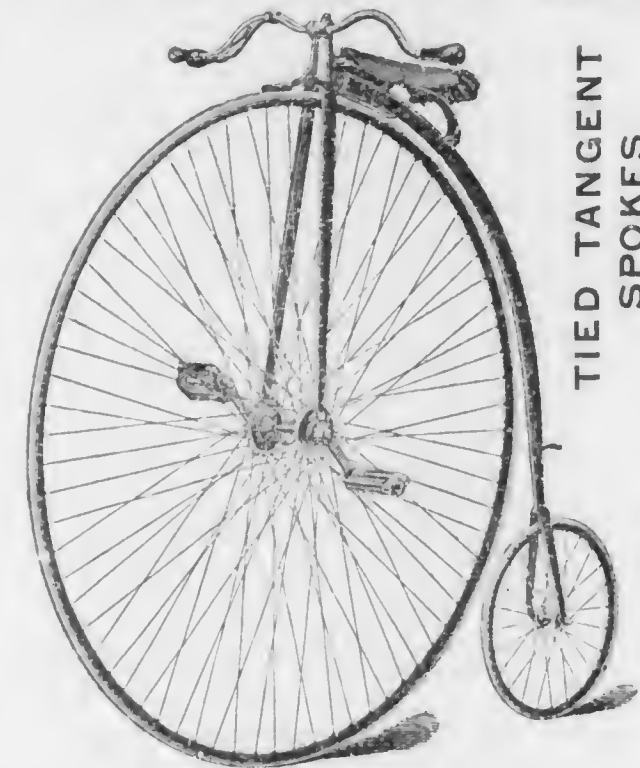
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## American Agents for the **THREE WINNING CYCLES!**

This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's Record

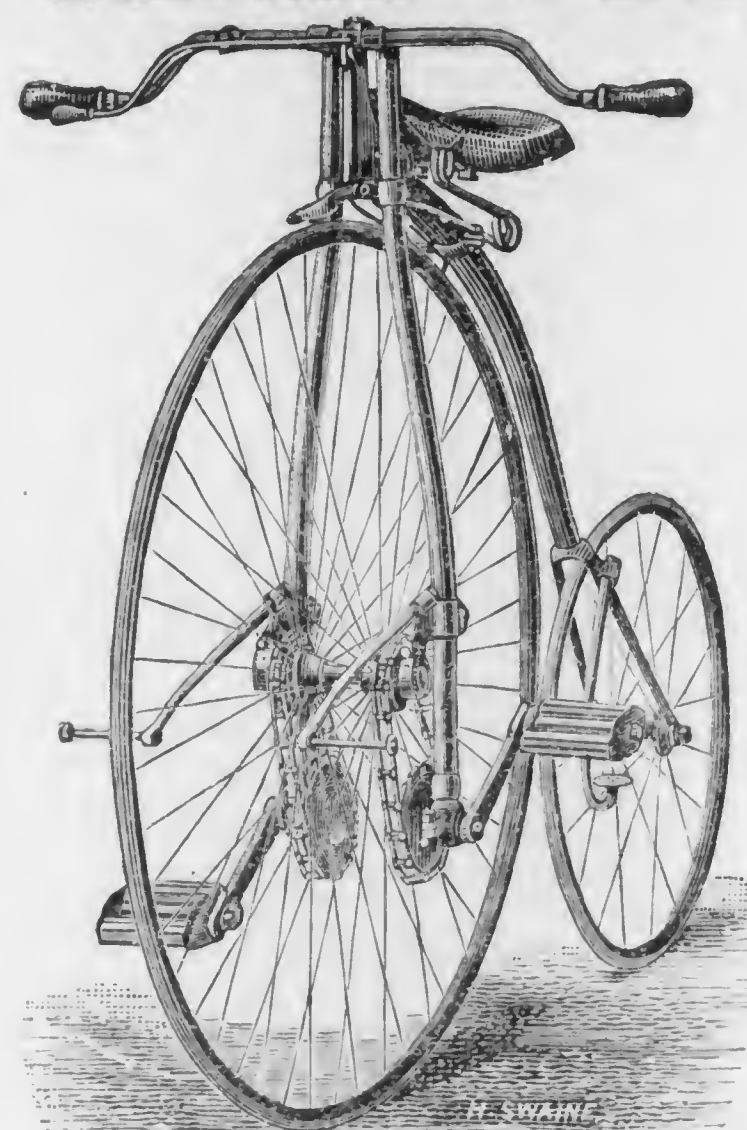
Fastest One Mile - - - 2.39.  
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Fastest Quarter Mile - - 39 sec.

No Other Wheel in the World holds three as fast records!

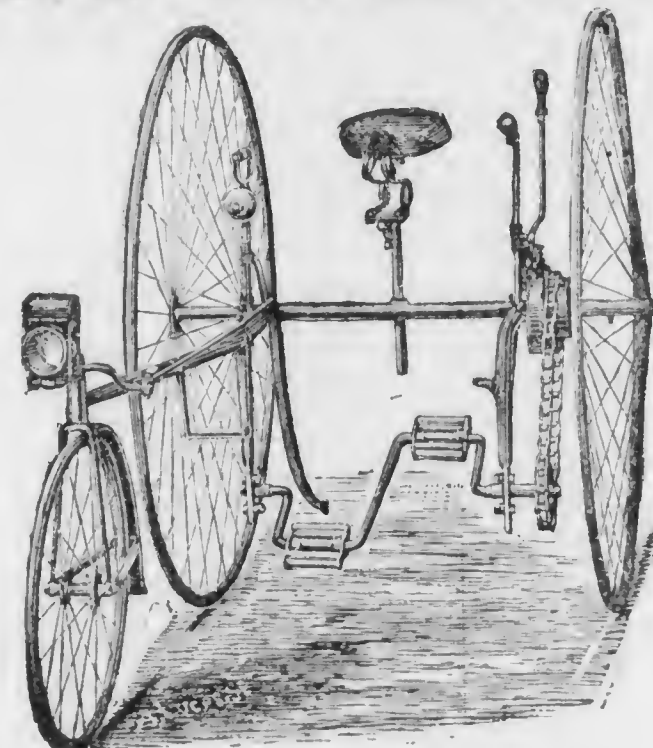
A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes, 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO."  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

**WILLIAM READ & SONS,**  
107 Washington Street,  
BOSTON.

Send for 1885 Illustrated Price List.

NOW READY!

IT TELLS ALL ABOUT THE

**FACILE,**

and contains a concise and clear explanation of so-called "Speed Gear," as applied to the Facile and other machines.

MENTION THIS PAPER.

**J. WILCOX, Agent and Attorney,**  
15 PARK PLACE, NEW YORK.

**JAMES HARVEY,**  
**BICYCLE and TRICYCLE**

REPAIRER.

PAINTING AND PLATING A SPECIALTY

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

YOU CAN BUY A  
**NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**

Send for descriptive price list and mention this paper.

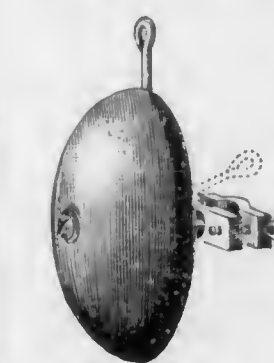
**S. T. CLARK & CO. - - - BALTIMORE, MD.**

width,—the width over all being thirty-six inches, but its peculiar construction will allow it to be taken through a much narrower doorway. It is fitted with cradle spring and tricycle saddle, tool bag, with oiler and monkey wrench, and is sent out handsomely enamelled, with nickelled trimmings, at the price of \$160. The machine will be ready for delivery by the middle of April.

### New Cycle Bells.

MESSRS. HILL & TOLMAN, of Worcester, Mass., widely known as the manufacturers of the Automatic alarm, the pioneer bicycle bell of the country, in anticipation of the increasing demand for a variety to suit all tastes, have invented and are to place on the market this season several new bells which are illustrated by the cuts and description following:—

That class of bells familiarly known as the stop-bell, that is, a bell rung by the jar of the machine, and having a means of securing or stopping the hammer so that the bell is inoperative when desired, is the one in use by a large majority of riders across the water, where the use of bells is compulsory. Many old riders not caring to cumber the machine with attachments, choose that form of bell which is lightest, simplest, most out of the way, and cheapest, which desirable qualities seem to exist in the greatest degree in the various patterns of stop bells, judging from their popularity. It is in general safe to assume that whatever is in English cycling fashion, will be with us, and, if so, then the stop bell is destined to be a prime favorite. Especially if, in addition to the good qualities above mentioned, the bells presented to the American trade shall have a loud, clear tone, nearly equal to that of the best alarm, and have a means of stopping, so simple and convenient as scarcely to require a thought from the rider, two properties which none of the English stop bells possess. All of the good points mentioned will be found in a large measure in the bell here shown. It has a three-inch gong, the same as used on the automatic alarm, and is provided with a simple screw clamp by which the bell may be attached to the brake up-right or the handle-bar, the former being preferable. The clamp screws are, however, set at an angle so as to be reached by the screw-driver each side of the head, thus doing away with the need of removing the brake from the machine. Inside the gong a hammer is suspended by a spring in such manner and position as to be vibrated by the least jar of the machine from whatever direction, and so sensitive is the hammer that the bell will sound clearly and almost continuously when running on a floor; yet this extreme delicacy is not obtained at the expense of simple substantial construction.



the tire on a tricycle, and have it within reach, therefore they have adopted the pull principle, but have applied it in a novel way. The rubber finger ring is attached to a fine linked chain which is wrapped around a grooved narrow edged drum. Upon pulling the chain this drum is rotated more or less according to length of pull, and thereby actuates a hammer having the same movement as that in the automatic alarm, giving the same sharp clear tone for which that bell is noted.

The stopping device consists of a single piece of wire, which projects beyond the edge of the gong and forms a handle. The simple shifting of this handle from the position shown to that in dotted lines, changes the bell from a loud ringing alarm to a state of silence. The wire holds itself in any position, and locks the hammer beyond a possibility of any sound or rattle or dislodgment by the jarring of the machine. There are few riders who do not admit the wisdom and occasional desirability of having a bell, but the bother of it when not wanted deters many from carrying one, either from weight, rattle, looks, or similar cause. This bell cannot be objected to on the score of looks or weight, and when not wanted, is entirely out of the way, and must remain absolutely silent until a touch from the finger releases it, for action, when it will instantly sound a vigorous alarm, another touch rendering it as instantly silent.

Messrs. Hill & Tolman have acquired, by purchase, the bell which was on the market last year as the Peerless Alarm, and will bring out a modified form, as a cheaper stop bell than the foregoing, having a two and a half inch gong and an outside hammer, as shown by the cuts.

The action is the same as that described, but the stopping is accomplished by springing the hammer over the edge of the bell. It will be furnished with one or two hammers, the latter giving a more continuous sound. This form of bell does not give so heavy a tone as the larger one just described, and is not quite so conveniently stopped and set in action, but it will be found to meet the requirements of a first-rate stop-bell by those to whom the low price is a governing consideration, and it is just the thing for boys to use on their bicycles and velocipedes.

Realizing that a bell to be to the tricycle what the automatic is to the bicycle, is one of the wants of our three wheel friends, the inventors of the automatic have given much effort to producing something to meet this want. It is practically impossible to operate a bell by contact with

the tire on a tricycle, and have it within reach, therefore they have adopted the pull principle, but have applied it in a novel way. The rubber finger ring is attached to a fine linked chain which is wrapped around a grooved narrow edged drum. Upon pulling the chain this drum is rotated more or less according to length of pull, and thereby actuates a hammer having the same movement as that in the automatic alarm, giving the same sharp clear tone for which that bell is noted.

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One stroke, or a rapid succession of practically continuous ones, may be had at will, and so nearly like the automatic is the effect that few will notice any difference. It is to be clamped to the handle rod as shown, and is an exceedingly handsome alarm.

Messrs. Hill & Tolman have also overhauled the automatic with a view to eliminating the few faults that have ever been found with it, and are determined to make it what they claim for it, to the satisfaction of all, namely, the perfect bicycle bell.

### The Trade.

THE geared Facile has just been brought out. By a clever arrangement of toothed wheels, says *Wheeling*, the machine, which is a 42-inch is speeded to 60-inch, and will, doubtless, suit those who prefer a slow and strong foot action, to a quicker and lighter one. Mr. Boothroyd, in consideration, gave it as his opinion that as a geared machine it will be found second to none, and that it will be somewhat faster on the track, or under very favorable conditions on the road, than the un-gearred Facile of the same size, but for general road work we would be sorry to recommend it as compared with the usual Facile, which he still thinks unequalled as a roadster.

THE Cunningham Company will also have a Safety, built by Bayliss, Thomas & Co., on the lines of the well known Harvard. It will rejoice in the name of "Ajax." We wonder if this is intended for a joke. It would seem so, for Ajax, the King of Salamis, was a gentleman of giant stature. Perhaps, however, papa Weston has been looking up his ancient history, and names this machine, not after Ajax the son of Telamon, but after "Ajax the Less," the son of Oileus, king of Locrio. However, we doubt not the machine will prove like Ajax in being strong.

THE Pope Manufacturing Company is making a guard to prevent the pedal rubber from turning. A pin runs from side to side, and fits along the crease in a Hancock corrugated rubber. This holds the rubber securely, and there is no danger of turning.

THE Overman Wheel Company have sent us a large photograph of their new bicycle, beautifully framed, and it now has a choice place in the sanctum.

JULIUS WILCOX, New York, has sent us some of his Facile Lubricating Oil, and his Facile Liquid Enamel, which we shall take pleasure in testing.

MESSRS. STODDARD, LOVERING & CO. have on exhibition, at their warerooms, a 64-inch Rudge Light Roadster. This is probably one of the largest machines in the world, and is to be ridden by a gentleman in New London, Ohio. Its weight complete is forty-seven pounds. The distance from the bottom of the rim to the top of the handle-bar is almost six feet. The reach from the bottom of the



pedal to the saddle is forty-two inches. The rider weighs in the vicinity of one hundred and eighty pounds. It will be a good test of the strength of this machine.

We have received information by cable that Mr. Everett's mission to England has been successful, and that a firm, under the name and style of W. B. Everett & Co., will have the exclusive agency for the United States of Singer & Co.'s machines. The new firm expects to have a full line of new machines in stock by 1 April at the latest.

W. W. STALL will go extensively into repairing this season. Mr. Garrod, the well-known bicycle mechanic, is at the head of this department, and this will insure first-class work. A specialty in tricycle repairing will be made. This firm have now on view a new bicycle stand, made by Gormully & Jeffery, which holds a dozen or more machines, and mars neither wall nor floor.

MR. H. W. GASKELL arrived in America per steamer "Cephalonia," on Saturday last, and has begun active work towards the establishment of an American branch of the Coventry Machinists' Company, in Boston. Mr. White, managing director of the company will follow in a fortnight. A large stock of machines will be shipped within a short time to stock the Boston warehouse. Mr. Gaskell has been renewing the acquaintance made last Fall during the week, and putting in a deal of work besides.

W. E. & L. D. COPELAND, the makers of the steam bicycle, write us that they have had a very successful trip through Southern California with their machine, and they are now in the north. In the course of a fortnight they expect to start for the East, and the machine will be exhibited in the leading cities.

MR. E. R. SHIPTON, who last year made a thorough test of cyclometers, and published his conclusions in the C. T. C. *Gazette*, has been testing the Butcher, and has this to say regarding it:

We have carefully and thoroughly tested the instrument, to our complete satisfaction, and can unhesitatingly affirm that it is far and away the best article of the class upon the open market that we have yet tried. It records with unflinching accuracy, provided that ordinary care be used in securing it to the wheel.

## CURRENT CALAMO

### Wheeling.

SILENTLY gliding, joyously riding,  
Speed I away from my door;  
Seeking contentment, losing resentment,  
Glad to find freedom once more.

Freed from the motion, rough as the ocean,  
Born of the struggle for gain;  
Peace now to capture, exultant rapture,  
Ecstasy following pain.

Joying in roaming, daylight or gloaming,  
Blessing the power of the wheel;  
Proudly and loyal, holding it royal,  
Ever to publish my zeal.

True to its duty, proud in its beauty,  
Hies my good wheel in its flight;  
Trusting it ever, slighting it never,  
Author of good and of light.

L. H. F.

H. D. COREY has returned from his Western trip.

MR. HOWARD A. SMITH, of Zacharias & Smith, Newark, N. J., has been in Boston the past week, on a trip combining business and pleasure.

THE *Wheelman's Gazette* for March is out. It is a beautiful number, especially in the matter of advertisements, for Stoddard, Lovering & Co. take seventeen pages, and the Overman Wheel Company have four pages in color. An ideal League *Gazette* is furnished, which has many fine points to commend it.

BURLEY B. AYERS, of Chicago, Ill., has been adjudged a professional by the chairman of the Racing Board, who has also recommended him for reinstatement. The case is now before the Board.

THE C. & A. makes a mistake if it thinks it can down Dr. Blackham by making fun of him. The Dr. puts his case fairly and strongly, and is entitled to hearing, and the young man of the C. & A. can learn much if he will listen. The monkey business won't work.

THE same paper says it is a disgrace to the L. A. W. that the Racing Board confine the entries to their championships to amateurs resident in America. Ah?

THE same paper is stealing Cortis' book on training piecemeal.

MR. CHARLES JENKINS, who was a noted racing man in Louisville, Ky., a few years ago, has joined hands with Miss Gardner, of Smithfield, and entered the race for life. May their record be a good one.

THE last joke anent the dwarf bicycle is on a member of the Boston Club, and in favor of the driver of an express wagon. It occurred on the Back Bay the other day, as the wheelman was forcing the wheel of his machine through the mud that now frescoes that district. He was paralyzed by a remark from the driver to this effect: "Say, sonny, I guess you picked that thing before 't was ripe, didn't you?" The wheelman will now seek another field of diversion. He has ordered a tantri.

WILLIS FARRINGTON and Paul Butler, Lowell, members of the Bostons, have been tricycling on the Merrimac. Last Sunday they wheeled down the river on the ice from Nashua to Lowell, and report the running as grand.

OUR descriptions of machines are being extensively copied, sometimes with credit, more often without.

E. G. WHITNEY, captain of the Eastern division of the "Big Four-Tour," has seventeen names pledged to go on the tour. The number is limited to twenty-

five. Coupon tickets will be issued next month.

THE tricycle is very popular with the young ladies of the New England Conservatory of Music.

A SUCCESSFUL elopement recently took place in Australia, the couple eloping on a tandem tricycle.

MILWAUKEE bicyclers are preparing for another of their delightful annual tours through Waukesha County, which have in past years attracted a liberal attendance of wheelmen. The date proposed is 4, 5, and 6 July, and the run will be to Lakeside, Oconomowoc, and other interior watering places.

MESSRS. R. J. TOMBS and Lowell T. Field, of the Boston Club, have ordered a Club Tandem. Soon we shall hear the voice of Mr. Field, in a struggle with the well-known hymn: "Hark, from the Tombs a doleful sound."

THE cyclometer register of President C. A. Hazlett, of the Rockingham Bicycle Club, of Portsmouth, N. H., is as follows: 1879, 1,660; 1880, 2,840; 1881, 3,175; 1882, 3,625; 1883, 3,675; 1884, 3,210; total, 18,185 miles of road riding.

"My Lad Jack," a new comedy produced in Sheffield, England, recently, is full of interest to cyclists. The hero appears in the uniform of the Cyclists' Touring Club, and was played by a well-known rider of the district, G. W. Matson, who, it seems, is also a local historic figure.

THERE is a very large demand for a book on fancy riding. A good book of this kind would pay its author well. We know of nothing of the kind.

THE members and friends of the Boston Club who attended the L. A. W. meet at Chicago in 1882, had a reunion, or rather a "revivification" at the Parker House, last Saturday. About a dozen members were present. The menu was drawn by C. W. Reed, and was a unique production, bringing up many vivid recollections of that memorable trip. Mr. G. B. Woodward, the first president of the Boston Club, sat at the head of the table, while Papa Weston did the honors at the foot. Among the notables present, were President Hodges, Secretary Hodgkins, and C. W. Reed. As this was a private affair, and "in camera," we will not repeat the many witty speeches and bright remarks that were made around the table, but we fear that next morning no one felt "revivified." The dinner will be repeated next year.

### Exotics.

It is getting warm for the makers' amateurs in England.

Now that the riders are getting out their machines and furbishing up for the season, it may be as well to caution them that, in applying Ardill's Liquid Enamel care must be taken to have the machine thoroughly dry. It has been observed that any dampness on the machine may have the effect of slightly turning the

color. For the same reason it is advisable, when practicable, to choose a fine, dry day for enamelling machines. — *Cyclist*.

THE *Cyclist* has discovered that Mr. H. E. Ducker was born in England, and its cap goes into the air.

MR. J. H. ADAMS, the famous Facile rider, whose marvellous performances on the road have given him a world-wide reputation, has gone into the employ of Rudge & Co.

THE secretary's salary of the C. T. C. has been increased from \$1,500 to \$1,750. This institution carries over a balance to next account of about \$5,565.

### The League Election.

THE voting blank comes in the official organ this year. Those who throw the gazette into the w. p. b. will get left. Good.

IN the list of Massachusetts Representatives published in the o. g. George "Chime" should be Chinn, and W. W. "Lamson" should be W. U. Lawson.

C. G. ROSS, of Rutland, is nominated for C. C. of Vermont.

R. B. BALDWIN, of Covington, is nominated for C. C. of Kentucky.

THE most prominently mentioned for the office of Chief Consul, of Massachusetts, are F. P. Kendall, of Worcester, the present treasurer of the Massachusetts division, and Henry E. Ducker, president of the Springfield Bicycle Club. Mr. Kendall, however, declines to be a candidate.

WHEN Dr. Beckwith was chosen chief consul of New York, his leading opponent was Dr. A. G. Coleman and there was a difference of only seven votes between them. And now Dr. Coleman's friends are pressing him for the position. New York seems to be favored with good men for the chief consulship, and with a choice between Messrs. Torrance, Hill, and Tolman, they are sure to get a good man.

### Recent Patents.

THE following list of patents, recently issued relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington street, Boston:—

No. 312,277, E. D. Latta, Friendship, N. Y., assignor to Pope Manufacturing Company. Bicycle. A sectional axle, double bearing, and auxiliary cranks fulcrumed on the main crank.

No. 312,407, C. H. Beeder, Bethlehem, Penn., and J. I. Beeder, Omaha, Nebraska. Velocipede. A two speed gear for tricycles.

No. 312,411, A. E. Wallace, Hartford, Conn., assignor to Pope Manufacturing Company. Velocipede. A two track tricycle.

No. 312,634, S. B. Hill, Chicopee, Mass., assignor to the Overman Wheel Company. Velocipede. An improved saddle and spring.

No. 312,732, J. Knous and A. E. Wallace, Hartford, Conn., assignors to Pope Manufacturing Company. Bicycle fork. Relates to the rear fork.

No. 312,930, C. G. Thayer, Fredonia, N. Y., assignor of one half to O. M. Gawne. Bicycle. A device for preventing headers, consisting of a rubber block, forming a non-rotative clutch, secured to the fork close to the periphery of the driving wheel, whereby the fork and back bone are automatically clamped to the wheel when the fork begins to fall forward.

No. 313,018, A. H. Overman and Charles F. Hadley, Chicopee, Mass., assignors to Overman Wheel Company. Steering gear.

No. 313,083, John Knous and A. E. Wallace, Hartford, Conn., assignors to Pope Manufacturing Company. Making bicycle rear forks.

No. 313,234, Frank B. Powers, Springfield, Mass. Velocipede. Improvement in Star bicycles. Ends of handle bar are bent rearward toward the saddle, at right angles to the main portion of the bar.

No. 313,323, Charles F. Hadley, Chicopee, Mass., assignor to Overman Wheel Company. Velocipede treadle. Adjustable for the purpose of elongating it.

No. 313,460, L. P. Valiquet, Mt. Kisco, N. Y. Lady's tricycle.

No. 313,490, John Gibbons, West Troy, N. Y., assignor to the Meneely Hardware Company. Bicycle, having two wheels arranged similar to the Otto.

## RACING NEWS

### Programme for the Springfield Bicycle Tournament.

THUS early in the season, the Springfield Bicycle Club has made arrangements for its annual tournament, which opens on Hampden Park, 8 September, and continues for three days. The following programme has been submitted by the directors to the members, and it is not likely that any important changes will be made. A list of the several committees and officers also follow:—

#### FIRST DAY, 8 SEPTEMBER.

One mile—Professional: handicap.  
Ten miles—Amateur; bicycle. Championship of United States.  
One mile—Amateur; tricycle.  
Three miles—Amateur; tricycle tandem.  
Five miles—Professional; Safety bicycle; wheels not over forty-two inches.  
Half mile—Amateur, dash; bicycle.  
Open.  
One mile—Amateur; bicycle. Class, 3.10.  
Three miles—Amateur; bicycle. Open.  
Three miles—Professional; bicycle. Record.  
Five miles—Amateur; bicycle. Record.

#### SECOND DAY, 9 SEPTEMBER.

One mile—Amateur; bicycle. Open.  
One mile—Professional; bicycle. Sweep-

stake championship of the world. Purse of \$500; entrance fee \$100.

Three miles—Amateur; bicycle.  
Half mile—Amateur; bicycle. 1.30 class.  
Three miles—Amateur; bicycle. Record.  
Ten miles—Professional; bicycle. Open.  
Five miles—Amateur; tricycle. Record.  
One mile—Amateur; tricycle tandem.  
Five miles—Amateur; bicycle. 16-minute class.  
Three miles—Amateur; bicycle. Handicap.

#### THIRD DAY, 10 SEPTEMBER.

One mile—Professional; Safety bicycle; wheels not over forty-two inches.  
Ten miles—Amateur; bicycle. Record.  
Five miles—Amateur; tricycle tandem.  
Three miles—Professional; bicycle. Open.  
Three miles—Amateur; bicycle. 9.10 class.  
Three miles—Amateur; tricycle. Record.  
One mile—Amateur; bicycle. Handicap.  
Five miles—Professional; bicycle. Handicap.  
One mile—Amateur; bicycle. Consolation.

In addition to the above, a State championship will be run, if the State Board grant the request of the club for one.

#### COMMITTEES AND OFFICERS.

Referee, Abbot Bassett.  
Judges, F. W. Weston, C. A. Hazlett, C. H. Potter, President Bates, W. H. Miller.

Clerks of the course, D. E. Miller, and F. E. Ripley; starter, C. E. Whipple; scorers, G. S. Miller, E. M. Wilkins, and J. H. Fennessey, Jr.; timer, O. N. Whipple; in charge of headquarters on the park, W. H. Selvey. Following are the names of the chairmen of the committees: The executive committee, consisting of the full board of directors, with Mr. Ducker as chairman; tickets, W. C. Marsh; prizes, C. A. Fisk; racing, Sanford Lawton; police, W. H. Jordan; advertising, H. E. Ducker; transportation, W. N. Winans; press, A. R. H. Foss; music, H. N. Bowman; reception, P. Harvard Reilly; hotels, J. H. Foulds, Jr.

MR. PRINCE'S alleged "record" at New Orleans, is unauthenticated as yet.

THE first annual spring meeting of the St. Louis Ramblers' Bicycle Club will be held in the Fair Grounds, 23 May. The track will be of clay, and measure four laps to the mile, while an in-door three-lap track will be constructed, to be used in case of rain. The events will comprise a quarter-mile race; one-mile 3.15 class; two-mile handicap; five-mile dash, half-heats; one mile, hands off; three-mile; consolation, one-mile.

PRESIDENT DUCKER has received a letter from John Keen, the English flyer, in which he says that he will come here in September and paddle his new water cycle on the river at Springfield. Fred Wood also promises to be on hand.



THE Springfield Club has sent a very complimentary letter to Abbot Bassett, and invited him to be referee at their tournament. He has accepted.

BURLEY B. AYERS writes: "On the route of this tour, between Coburg and the Thousand Islands, exist the finest roads in the world. Therefore, to make things interesting for our tourists, the Big Four will give a road race, with appropriate medal to the winner. It will be open to one each of the safety and crank wheels on the market. The representatives of these wheels are invited to see that their machine is well represented in the race. We are going to make it an interesting feature, and the machine winning our medal will have something to brag of."

JOHN S. PRINCE writes: "In view of the success which attended my races against trotting horses last season, I have decided to engage in an active campaign against trotters during the coming season, and will run my first horse 72, bicycle race at Mobile (Ala.), the week of the 15th inst., and will afterwards journey East, taking in some good trotting tracks on the way. I will always be ready to make a match with any man in the world for any distance, and will also compete for prizes when offered. My distance against horses will be from five to twenty miles, and I will make a match for a suitable stake and distance against all comers, Maud S. and Jay-eye-see not barred. In the future, Mr. W. J. Morgan is authorized to make and arrange matches and engagements for yours, respectfully."

THE fifteen mile handicap road race assigned for 22 February, by the Denver wheelmen, occurred 8 March. The start was made a little after 3 p. m. At 3:06 A. Doerner, W. A. Brainard, C. C. Hopkins and M. Donaldson were started, followed two minutes and a half later by C. B. and Frank E. Kimball. One minute and a half later by John Drury and H. G. Kennedy. The track was measured seven and one half miles out and return. After four miles' riding, F. E. Kimball passed two of the first starters, and at ten miles passed the third. There was still one man two minutes and a half ahead. In the following five miles Kimball gained steadily to the finish, and came in thirty seconds after the first man. The prizes were awarded as follows: M. M. Donaldson, first; time, 1h. 3m.; Frank E. Kimball, second, 1:03:30; C. C. Hopkins, third, 1:04:30; Drury, C. B. Kimball, Kennedy, Brainard and Doerner, following in quick succession.

THE *Globe* has an announcement of a proposed tandem race between members of the Boston Club, and enters our Mr. Dean, who knows nothing about the affair.

THE *Wheelman's Gazette* has revised its table of records, but it is still very far from correct, several very important errors of the previous tables remaining.

We are sorry to see the *Gazette* following the example of *Wheeling* and the *Clipper* in knocking off two fifths of a second from Cortis's one mile record. The correct record is 2:41 $\frac{3}{4}$ .

THE second annual race meeting of the Citizens' Club, at Knickerbocker Rink, 17 April, bids fair to be the event of the season this year in New York, as it was last year. A fine programme of races has been prepared, and exhibitions of fancy riding and polo playing will be given. The K. C. W. will give the celebrated Demon Drill during the evening.

### WHEEL CLUB DOINGS

THE New Haven Club gave its second "smoke" Saturday evening last.

At a late meeting of the Mercury Wheel Club, of Mansfield, Ohio, resolutions were passed relative to the death of Hicks Brown, the late president. The sympathy of the meeting was extended to the relatives of the deceased, who was very popular among his club mates.

ALPHA CLUB, Bethlehem, Penn. — Officers elected: President, William S. Wintersteen; captain, Charles C. Knaus, sub-captain, James E. Krause; bugles, William S. Wintersteen; secretary and treasurer, James S. Dodson.

KEYSTONE CLUB, Pittsburg, Pa. — Officers elected 4 March: President, Geo. A. Lyon; secretary-treasurer, Charles M. Clarke; captain, John W. Pears; first lieutenant, P. S. Johnston; color-bearer, A. P. Murdoch.

NEWTON (MASS.) CLUB, 10 March. — Officers elected: President, P. L. Aubin; secretary, J. H. Aubin; treasurer, D. N. C. Hyams; captain, H. M. Saben; first lieutenant, H. L. Wilson; second lieutenant, E. H. Ellison; club committee, C. L. Clark and F. Morris.

WILKESBARRE (PA.) CLUB, 2 March. — Officers elected: President, R. L. Ayres; vice-president, E. G. Mercur; captain, J. G. Carpenter; first lieutenant, W. W. Lee; second lieutenant, Burt Voorhis; secretary, W. E. Shupp; treasurer, R. S. Brown; bugler, Howard Perrin; color-bearer, T. A. Wright.

THE drill squad of the Brockton City Club have decided to give no more free exhibitions, and they will in future charge for their services. The professional ranks will thus be increased by eight. W. M. P. writes: Of course there is very little fun in practising a drill day after day and night after night for the purpose of showing what can be done on a bike, and someone else get all the dollars and you get what is left—glory. Glory in such a case is quite cheap. Still, I am sorry the boys have left the amateur ranks, and I sometimes wish they had never had a drill squad. The Victor will be seen on our streets soon. The City Club will run a fancy dress ball within two weeks. It will be remembered that Sellers and Howell were asked to have their photographs taken, and they asked a large

price for the privilege. It is generally supposed that neither of them ever sat for their picture on this side of the pond. But there is a picture of Sellers and Howell in street costume (and a member of the City Club in the centre) right here in Brockton. There were four of them taken a few days after the Springfield meet; the other three are in England. How many of the boys do you think could have kept this to themselves for so long a time? Yet the first knowledge that the City Club boys will get of such a picture is when they read this. It is hard work to keep bicycle men from becoming professional polo men. Amateur Leagues must be formed at once. Here in Brockton we have one, of which W. M. Pratt is president; it is the Shoe and Leather League.

THE Binghamton Bicycle Club, at its annual meeting, Tuesday evening, 10 March, 1885, elected the following officers. President, C. E. Titchener; vice-president, R. A. Stone; secretary, W. F. Sherwood; treasurer, T. J. Bayless; captain, W. A. Hecox, Jr.; 1st lieutenant, W. H. Stone; bugler, A. M. Durkee; color bearer, C. M. Bloomer. The nomination of Gerry Jones was sent to the chief consul for the appointment of city consul. As the club wished to be represented in the League, Mr. C. E. Titchener was nominated for State representative.

THE Maryland Club, of Baltimore, elected officers as follows, 9 March: President, Samuel T. Clark; captain, E. R. Jones; secretary, A. C. Kenly; treasurer, E. P. Hayden; 1st lieutenant, Jos. D. Chesney; 2d lieutenant, J. H. Schone; bugler, Dr. H. W. Hoopes; executive at large, Yates Penniman, Ira C. Canfield, Jr. The treasurer reported the club out of debt, with over \$700 in bank, and a membership of one hundred and seven against fifty same time last year. They hope to get in new clubhouse about 1 May.

At the annual meeting of the Rutland Bicycle Club, held 12 March, the following officers were elected: President, N. R. Bardy; captain, C. G. Ross; lieutenant, F. W. Knapp; secretary and treasurer, J. R. Bates; bugler, H. L. Burt.

SUNDAY evening concerts is the latest thing with the Ixions, of New York. Having a club orchestra, the details are easily arranged.

DR. N. M. BECKWITH will retire from the captaincy of the Citizens, of New York, and Mr. Lincoln Ford is talked of as his successor.

THE Providence Bicycle Club has elected A. G. Carpenter president, H. L. Perkins, vice-president, G. R. McAuslan, secretary; Waldo Stewart, treasurer; O. M. Mitchell, captain; F. B. Armstrong, 1st lieutenant; H. A. Young, 2d lieutenant; J. W. McAuslan, guide; F. M. Sims, H. Breed, the president, vice-president, and secretary, executive committee.

THE North Adams Bicycle Club has

voted to adopt a new uniform and increase the initiation fee to \$2.00.

THE members of the Newton Bicycle Club have made No. 509 Tremont street their Boston headquarters.

THE Massachusetts Bicycle Club's reception to wheelmen will be given 25 March, from eight to twelve o'clock. Admission will be by invitation.

THE Wakefield Bicycle Club has issued an attractive programme of its carnival, 20 March. E. D. Albee and E. A. Wilkins will introduce the Kangaroo, in a mile race for a medal. Albert O. Elwell, Danvers Bicycle Club, Arthur T. McKay, Will E. Eaton, H. R. Emerson, and George D. Sheldon, of the Wakefield Bicycle Club, will engage in the obstacle race for a medal. Master Frank E. Fowler, of Lynn, will give an exhibition of fancy trick riding.

### 'CYCLISTS' TOURING CLUB

#### American Division.

FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, P. O. Box 429, New Haven.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. Alcott Pratt, 31 Chestnut street, Boston.

New Hampshire.—W. V. Gilman, R. C., Nashua.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

New Jersey.—L. H. Johnson, Orange, N. J.

New York.—Dr. A. G. Coleman, Canandaigua.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) A. L. Eaton, 303 East 4th street, Ottumwa, Iowa; S. L. Hall, 25 East 61st street, New York City; J. H. Tripler, 233 East 18th street, New York City; W. R. Veitch, 731 Broadway, New York City; W. Valcan, 405 W. 73d street, New York City; W. B. Loudback, 51 W. 55th street, New York City; Dr. D. Pickard, Northampton, Mass.; F. H. Brown, 314 Maple street, Holyoke, Mass.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B.—Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

W. E. S.—We can't print the names of members suspended for non-payment of dues.

S. A. MILLS.—We have no photos at present.

FLOOR MANAGER.—If your duties require you to instruct, you lose your status.

H. E. D.—Will insert next week. Too late for this. The whole thing will be settled at Buffalo.

## CYCLING PUBLICATIONS,

ENGLISH AND AMERICAN,

ON SALE BY

E. C. HODGES & CO. - - - BOSTON, MASS.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK.—By Henry Sturmev. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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There will be no edition of this work in 1885. Seventy-five cents by mail.

We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE BICYCLISTS' INDISPENSABLE for 1885 is now in press.

TRICYCLING FOR LADIES, by Miss F. J. ERSKINE.—"For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." Twenty-five cents.

TRAINING FOR AMATEUR ATHLETES, with special regard to bicyclists. By Dr. H. L. Cortis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. Fifty cents.

COMPLETE GUIDE TO BICYCLING.—By Henry Sturmev. Treats of the sport itself as distinct from machines. Learning to ride, touring, training, choice and care of machines, clubs, and literature are all fully gone into. To the recently joined it gives a quantity of practical information in small compass. Third edition. Fifty cents.

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CYCLIST AND WHEEL WORLD ANNUAL.—Edited by C. W. Naim and Henry Sturmev. Published in January. Contains a diary, club directory, racing records, résumé of events of the last year, and much other cycling information. Last edition for 1884. We will close out at twenty-five cents.

CHRISTMAS NUMBERS.—The Christmas numbers of the *Cyclist* are profusely illustrated and filled with entertaining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Fifty cents. Editions of 1882 and 1883, twenty-five cents each.

A. B. C. OF BICYCLING.—This little book is the best instructor for beginners yet published, twelve cents.

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LYRA BICYCLICA.—New edition. Just published. One hundred and sixty pages. Bound in cloth. A collection of wheel poems, by J. G. Dalton. \$1.00. First edition. Twenty cents.

BOUND VOLUMES OF THE WORLD, I. to IX., omitting Vol. II, which is out of print. A complete history of cycling in America, \$2.00 each. The set, \$11.

AMERICAN BICYCLING JOURNAL.—The first American cycling journal. Very rare. A few copies left, \$1.50 each.

PHOTOS of the Newport, Boston, and Chicago meets of the L. A. W., fifty cents each.

COMMON SENSE BINDERS.—The best binder made. We have a special size for the *World*, \$1.00.

BUGLE CALLS.—Adapted from the U. S. army calls for the use of wheelmen; five cents.

BICYCLE TACTICS.—By Capt. T. S. Miller. A complete Manual for Drill by Clubs. 20 cents. New edition now ready.

THE CYCLIST is a well-filled newspaper, containing the earliest, the best, and fullest reports of all wheel matters by its own special correspondents—none being given at second-hand. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmev and C. W. Naim. \$2.75 per year, including postage.

THE TRICYCLIST.—The sport, pastime, and trade. Edited by George Lacy Hillier. The high-class leading paper devoted solely to tricycling. Handsomely printed, on superior paper. \$3.00 per year, including postage.

WHEEL LIFE.—The cyclists' society paper. Edited by W. McCandlish. Smart, chatty, scathing, instructive and amusing; it takes off the manner and actions of the men of the day, and keeps its readers alive to all that is passing in the wheel world. Large money prizes are periodically offered to its readers, and it is the acknowledged smartest cycling paper of the day. \$2.75 per year, including postage.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—52-inch Standard Columbia, Standard finish; been used only six weeks, and is in perfect order; price \$75. R. S. CLARKE, Peoria, Ill.

**BICYCLE FOR SALE.**—52-inch Harvard, \$60; call and examine our large stock, or send stamp, stating size, make, and description of wheel wanted; no price list; specialty in second-hand machines. R. J. BUTMAN, 74 Tremont street, Boston.

**BICYCLE WANTED.**—52 or 54-inch; address by letter only, and state lowest cash price, full description, etc. H., BICYCLING WORLD office.

**FOR SALE.**—Three bargains. 54-inch British Challenge, enamelled and nickelled, ball pedals; has been used by an old rider, and run less than 500 miles; price \$110. 52-inch Harvard, full-nickelled, and in splendid condition; price \$100; this is an extraordinary bargain. An 1884 pattern, Victor tricycle, with luggage carrier, and cyclometer, run but a few miles, tires show no wear, and machine is practically new; price \$125. Any of the above will be sent on approval to responsible party. For further particulars, address H. R. BRYAN, Hudson, N. Y.

**FOR SALE CHEAP.**—42-inch Facile bicycle; for particulars address C. A. VAN WART, 12 Humphrey square, Dorchester.

**FOR SALE.**—A 50-inch Standard Columbia bicycle; in first-class condition; price \$65. Address immediately, WILL R. BECKER, Camden, Oneida County, N. Y.

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Sole Agency in Philadelphia and Vicinity for the

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Any make of Machine furnished to order.

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Just the thing for touring trips and sport along the road. Write for Catalogue and Circulars, and say what you want. P. O. Box 1108.

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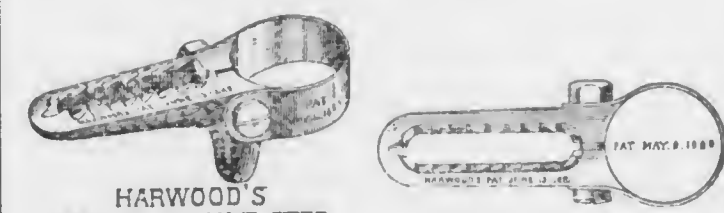
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**Hard as Marble. Dries Instantly.** without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.** Price, 75 cents a bottle. Postage 12 cents extra.

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**Harwood's Detachable Safety Step,**  
Fits any machine. No screw holes on backbone. In ordering give diameter where step is to be placed. Stamp for circular.

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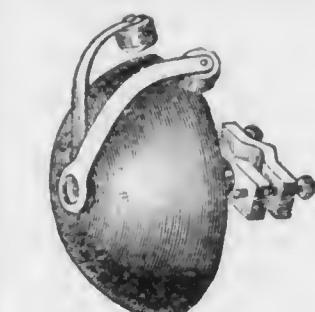
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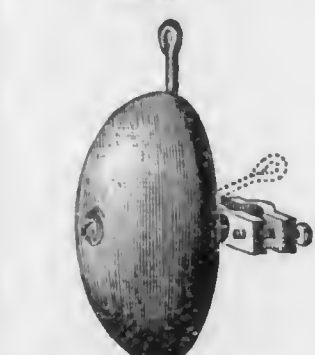


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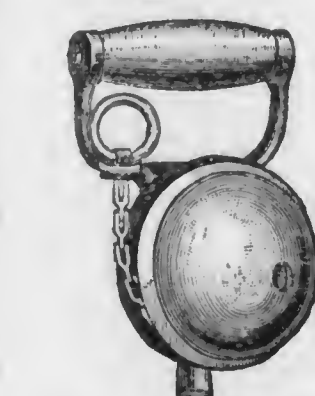
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The King of Stop Bells. Surprisingly Simple. Nearly equals our Automatic in effect. No Rattle. Out of the way. Stopped by Shifting Handle. Sure to Satisfy in Every Respect.

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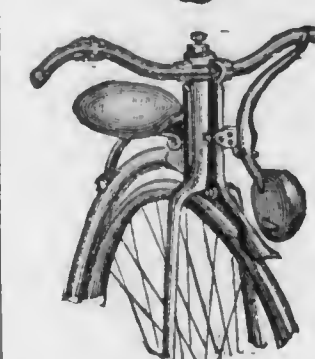
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A Bell For Tricycles.

Equal to the  
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One or a Series of Strokes at Will.

No. 7 - - - \$3.50.



Automatic Alarm.

THE EL-NT AND UN-X-LD BICYCLE BELL.

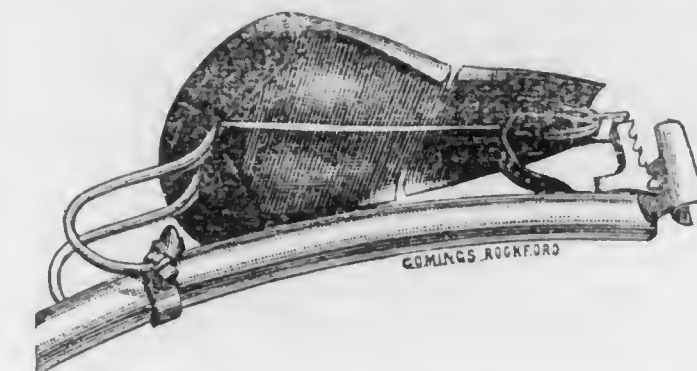
Sales extending to other Countries. Copied by Foreign Manufacturers. The Most Successful Bell ever made. Destined to become the Standard Bell of the Wheel World.  
Nos. 1, 2, 3, 4, 5, 6, \$3.00.

For Particulars send for Circular. Order by Number or make of Machine. Sent by Mail upon Receipt of Price.

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Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum.

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Removes all vibration and jolting.

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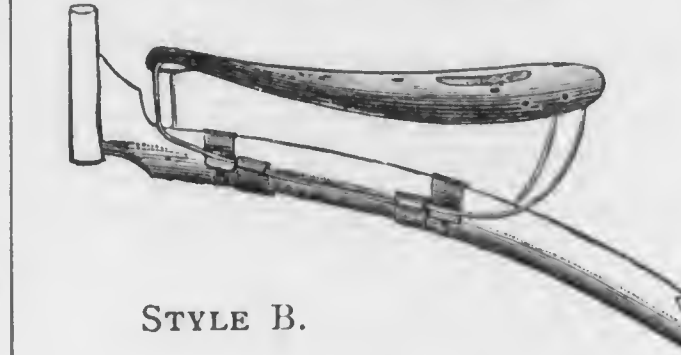
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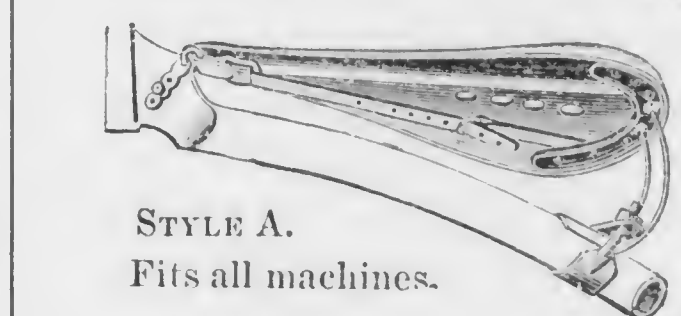
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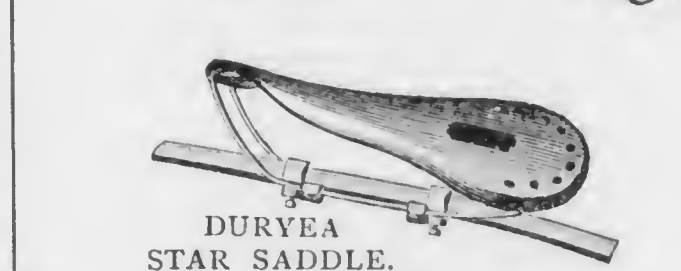


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Prince's Record of 2.39 was made on a Durvea.

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Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada.

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Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides.

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

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The workmanship and entire practicality of each and every machine are fully guaranteed.

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Most Complete in the Market.

FITTED WITH  
Saddle,  
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That rings a bell at every quarter mile. Adjustable to any length of leg.

Price, Complete, \$40.00. Send stamps for Circulars. Liberal Discount to Dealers.

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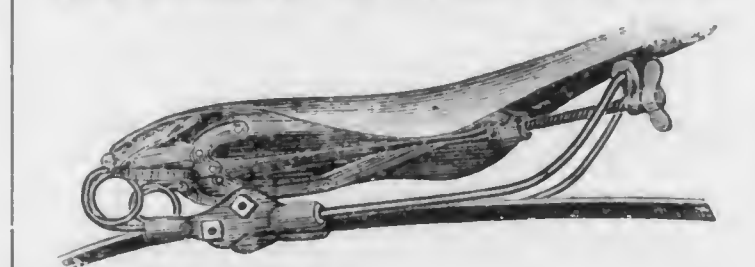
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Bicycles sold on the Instalment Plan. Hersee Hall Riding School. Open from 9 A. M. to 10 P. M. Purchasers Taught Free.

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(PATENT ALLOWED.)

Grand for the crank; a necessity for the Star; yields to the rear; swings forward; tension of seat and power of springs regulated by thumb-screw; clip safest and handiest ever used, and soon made to fit backbone; hinged heel plate a great advantage. Send for circular. Price: Plain, \$3.50; Nickelled, \$4.00. Sent to any address on receipt of price.

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Genesee Bt. Club.

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Allow me to join other "Expert" riders in saying that for a *reliable, honest, and easy roadster*, the "Expert" "beats the world." I ride a 58-inch full nickel, dropped handle, ball-pedal "Expert," and would not exchange for any other make I ever saw.

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Very truly yours,  
E. L. RUSSEL.

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I think, candidly, that for a road machine your "Expert" should be named "Seek no further," for better can't be found. This has at least been my experience.

Yours, etc.,  
J. R. RHEUBOTTOM, JR.  
WEEDSPORT, N. Y., Jan. 2, 1885.

I have yours of 1st inst., relative to agency for your machines, and in reply would say, that while I have not been able to sell any machines as yet, it is not because I haven't tried, but owing to the fact that money is so awfully close, and bicycling doesn't seem to be taken hold of as it formerly was. You must remember that population in this territory is

quite scanty, and the sale of a bicycle is not easily accomplished.

As to your question, "Do you still give our bicycle the preference and are you interested in keeping the agency?" I still hold that the "Columbia" machine surpasses all others in general excellence, and that their bearings are especially superior to any in the market. I would not have any other wheel than the "Columbia." You have already seen my opinion of your machine in articles I have written, and as I have always spoken of them in the very highest terms, I do so now, for I understand enough of machinery and the resistance of metals to different forces, both by position and quality of goods, to convince me that the Pope machines have no equal in the market.

As to giving the agency to some other party, of course I desire to keep it, but if you feel that a change will benefit you, of course you will not hesitate to make it. I shall not take it with any ill-feeling, but will always talk for the "Columbia," whether I be its agent or not, for I have been safely carried over too many rough and dangerous roads to allow myself to go back on the "Columbia" now.

Yours sincerely,

W. O. OWEN.  
LARAMIE CITY, WYOMING, Jan. 5, 1885.

For several years I have ridden your "Expert" bicycle to and from business and through the State, and, being a machinist, have ridden and repaired nearly all the different makes of bicycles, and must say that, for strength, durability, ease, and satisfaction in repairs and general utility, your machines should be preferred.

Truly yours,  
HORACE G. KENNEDY.  
DENVER, COL., Jan. 16, 1885.

Your latest improvements in the rear-fork, detachable handle-bars, and ball-bearing pedals, with adjustable clip for saddle-spring, places your "Columbia Expert" in the lead of other bicycles for ease in riding, elegance of form and finish, quick adjustment, and renewal of parts; also, general utility, whether for business or pleasure. Am perfectly satisfied with my 54-inch "Expert" purchased a few months since. Very respectfully,  
DR. JNO. DRURY,  
President Colorado Wheel Club.  
DENVER, COL., Jan. 16, 1885.

Our "Standard Columbias" carried us three hundred miles through Canada in 1883,—on Chicago Bicycle Club's tour,

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Respectfully yours,  
BEN. E. MELVIN.  
H. S. BOLCOM.

WINONA, MINN., Jan. 14, 1885.

I have used your 54-inch "Expert Columbia" for eight months, and do not hesitate to say that I consider it far superior to all other machines. To the business man I would especially recommend it as an invaluable aid, both mentally and physically.

Yours,

HENRY C. FLOOD.  
MEADVILLE, PA., Jan. 14, 1885.

I take great pleasure in bearing testimony to the excellence of the "Expert" bicycles. I have ridden a 56-inch wheel now for two years, and I find it to be the strongest and cheapest bicycle made for the following reasons: Every rider is subject to accidents, and, consequently, his wheel will need repairs. The cost for repairing Columbia wheels is very slight, because every agent keeps a stock of Columbia parts on hand; and, in case he has not got them, he can send and get them for you in three or four days; while it costs three times as much to repair an English made bicycle, because the part wanted has to be forged out of steel, or you have got to wait a month or so to get a new one from the factory. I use my wheel for racing, fancy riding, and road riding, and find it to be the finest road machine made, as it stands the falls and the rough roads better than the others.

In regard to the cost of repairing the different makes of wheels, I would say, as I take in most all the repairing, that the cost of repairing the "Columbias" and "Experts" is seventy-five per cent less than English make wheels.

Yours truly,  
JAY A. HINMAN.  
OSHKOSH, WIS., Jan. 12, 1885.

Two months after getting my "Standard" and learning to ride, I rode it one hundred and forty-two miles in three days, in Western Maryland and Virginia, crossing the Blue Ridge Mountains twice on the trip, and riding the last day in rain and on very muddy roads.

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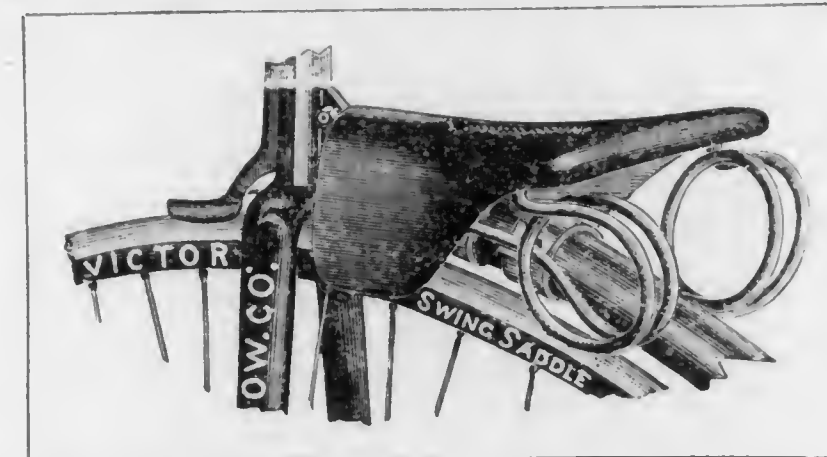
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Number 21.

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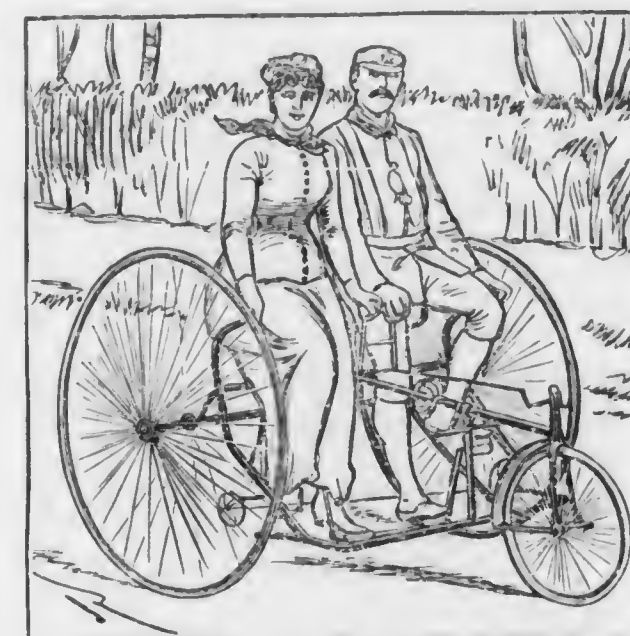
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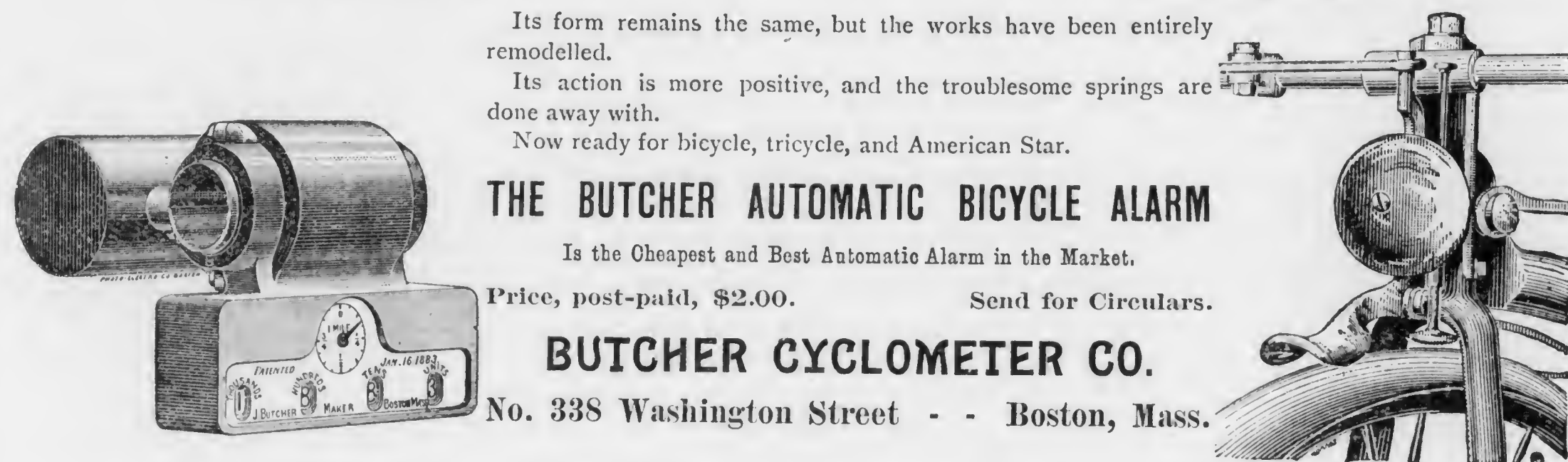
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The Springfield Wheelmen's Gazette.

HENRY E. DUCKER, Editor.

Springfield, Mass., Feb. 27, 1885

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Yours Truly  
Henry E. Ducker

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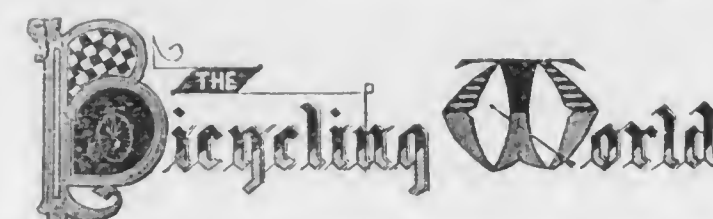
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J. S. DEAN . . . . . EDITORS  
ABBOT BASSETT . . . . .

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 MARCH, 1885.

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### MAKERS' AMATEURS.

THE all-absorbing question of the hour is that relating to the makers' amateurs. We print elsewhere the opinions of leading dealers in regard to it, which will be read with interest, for they are in a position to speak authoritatively. That there are cyclists dissembling as true

amateurs, but gaining pecuniary benefits from their skill as riders, is not to be denied, and there is no maker but what recognizes that this is to be regretted, for many reasons. Whatever opinions one may hold on the amateur rule, the unfairness of the present state of affairs is not to be denied. As we recently said, the makers and dealers are put to considerable expense in the way of providing machines, and in some cases giving remuneration for advertising purposes, and would rather be relieved of such heavy burdens. We think they overestimate the value of path performances, as no intelligent cyclist will be led to purchase a roadster simply because an unexceptionally fast man, on a specially built racing machine of the same make, has been successful on the path. The sale of racing mounts is not, we believe, very profitable, and the principal benefits which accrue comes from the advertisement of their successes.

WHILE we cannot but admit that there may be danger, in the wonderful performances which are from time to time recorded, to the individuals who made them, their almost incalculable benefits to the sport cannot be gainsaid. We venture to assert that cycling would not to-day be what it is if the bicycle and tricycle had been used solely as a vehicle of useful and pleasurable travel. Of course those who employ the machines, as most wheelmen do, as a means of obtaining recreation, or as an easy and pleasant conveyance, care little whether the road and path records are beaten or not. But even they are to-day reaping the benefits of the struggles of certain enthusiasts, who have demonstrated what can be done on wheels. The perfection of construction which modern cycles have attained is almost directly traceable to the competition among the makers to have their machines credited with the best performances. Almost all those who have made recent records have been considered, justly or unjustly, makers' amateurs or professionals. That is, the most successful racing men have devoted more time and money to training than their apparent resources would warrant. We do not mean that they have been actually paid to ride, but they have been aided in one way or another by the makers. The advocates of a strict amateur rule could not find a stronger argument in its favor than this very fact, for it shows that the

man who races and trains only at such times as his legitimate business will permit, cannot successfully compete against those whose employments furnish them with the time and means of training. We can see no harm in the makers paying the actual expenses of a man who devotes a week or more in making a road record, for it is fair to say that the cause of the attempt is ambition.

WE think that the makers would benefit themselves more by encouraging the making of road records than in pushing their machines to such an extent on the path, especially where they do not make or sell racing machines to any great extent. Outside of the merits which it undoubtedly possesses,—and these would have remained in oblivion,—the Facile, had it not been for its road records, would not have been a source of profit to its makers. It was the road race that gave the Kangaroo such a boom, and we think that very many dealers can trace a larger part of their business to important victories on the road than on the path.

WHILE we are on the subject of racing, we wish to say a word to our amateurs, and caution them against commencing to train too early. We can point to several prominent riders who have trained for months, only to break down when the struggle they were preparing for took place. For those who intend to enter into early spring contests, it may not be too early to begin to get into fair condition; but even then we should leave the hard, strict training to within a month or six weeks of the actual contest. If they do not intend to race until the fall season we would warn them that if they enter into training now there are ten chances to one that they will "go stale" by September. These remarks are not founded upon theory, but are borne out by well authenticated cases.

THIS reminds us to say just one word to the ordinary road riding cyclist, who, after a winter's inactivity, hails with delight the appearance of spring, bringing with it good roads and balmy weather, and desires to mount his wheel and hie away as he did when the winter's snows compelled him to abandon the wheel for a more prosaic conveyance. We desire to warn all such against the dangers of hard



riding when out of condition. Unless he has by walking or other exercise kept all the functions of his body in the best of working order, he should commence his season's riding with short and easy spins, and not feel disappointed if he finds he cannot do as he could at the end of last season.

We shall publish next week a large cartoon, representing cycling of to-day, in which will be given all the new mounts. The cartoon is the work of Mr. C. W. Reed, the cyclist artist, and will be a thing of beauty in itself, besides depicting the wheeling interest of the present day. We shall publish a very large edition, and advertisers will find it to their advantage to employ our columns.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### A Tale of Three Cities.

*Editor Bicycling World:*—As there seems to be some doubt about the Chicago men getting off to go to Louisville, on account of having to be present at the St. Louis Ramblers' tournament, and as Louisville does not seem inclined to go to Chicago to race in a "sentry box," why not strike a compromise, and let both Louisville and Chicago come to St. Louis, and "cross handle bars" on neutral ground? (Very smooth clay ground, by the way). St. Louis is easy of access from both cities. The meeting will be the biggest affair ever held in the West, and if we don't make a red hot race when Chicago, Louisville, and St. Louis get together it will be very, very funny.

RAMBLER.

#### A Few Questions.

*Editor Bicycling World:*—Is not the manifesto of the Racing Board rather overdoing the amateur status question? Are we not departing from the feeling of good fellowship which the L. A. W. should promulgate? Should it not be the aim of our noble organization to raise the sport of cycling to a higher sphere than that attained by other sports?

To my mind, "yes," would answer the above questions. Then, if you agree with me, what would be for the best interest of all of the members, and especially the League of American Wheelmen? Make our organization a truly democratic one, based on the principles laid down by the Father of our country, and make our rules simple, and on a broad and liberal

basis. Treat professionals with the same respect that we would our best amateurs' so long as their actions are those of gentlemen, and not shun them as we would an outcast from society, and one point would be gained. Then an amateur who wished to become a professional would not be ashamed of the stigma, and he would have no cause to hide or cover up his true standing.

An amateur should forfeit his standing only when his *acts* or mode of gaining a living are contrary to the true spirit of amateurism, and not on the plea of having engaged in a friendly game of Polo with a man who, at some time or other, gained his living by professionalism in some minor sport.

All amateur associations allow amateurs to have professional trainers, when in training, which is certainly worse, if the associations are to be considered, than Polo playing. Still, we do not expel them, but, on the contrary, encourage it. How absurd is the idea that, because one man out of us will say ten teams of Polo players (twelve men), was at one time a professional, the one act of playing a friendly game will constitute the other eleven men as professionals, although no other breach of the amateur law is made, while at the same we allow men to travel all over the country, giving exhibitions on their wheel (for their expenses only), and who are in reality gaining their living there by being allowed to retain their amateur status.

It seems to me this is what might be termed "Dutch Justice." I believe in having rules, and then live up to them; but first of all, have our rules right, and then go ahead. The L. A. W. cannot afford to attempt to rule the wheelmen of this country with the hand of despotism. It might do in Russia, but not in the land of the free; and it is well to remember that we are banded together for the good of those who are interested in the cause of cycling, and that with the best of rules we must mix a little judgment.

HENRY E. DUCKER.

#### "Ist" or "Er," Etc.

*Editor Bicycling World:*—I notice the discussion in your issue of the 20th, as to the use of these terminations. Not only Webster's Dictionary but Worcester's, has *ist*, and no mention of bicyclist. This would seem to settle it, without going into philological reasons. In the Boston Transcript not very long since, there was a paragraph to the point, saying that in such cases words of classic derivation take "ist," and those of Anglo Saxon take "er." There are, no doubt, some exceptions that have become fixed and right by usage, such as "carpenter" and "astrologer," which occur to me. Mr. Karl Kron's column of his own and Mr. Pratt's assertions are of no weight against the dictionaries; nor is it a matter of "taste."

I am no scholar myself, except in a

scrappy way, or from an almost juvenile point of view, and am content generally to follow our excellent dictionaries.

J. G. DALTON.

#### Makers' Amateurs.

##### WHAT THE MAKERS SAY.

We were just about to consult with our confrere on the advisability of interviewing the prominent dealers on the makers' amateur question, when a copy of *Wheeling* came to hand, with the opinions of leading English riders on this interesting topic of the day. The following expressions of opinion will be read with interest: Mr. Geo. Singer, of the firm of Singer & Co., considers the existence of these professional amateurs a great scandal, which ought to be put down, and that if it cannot, clubs giving open races should refuse the entries of men known to ride for purposes of advertisement. If makers want to "keep" men they would then occupy their proper place in the wheeling world, viz.: as professionals. He says, "I consider it most unfair to real *bona fide* amateurs to have to ride against men who ride for makers."

The makers' amateur is a luxury not worth the outlay. . . . I won't keep men to ride for me, as is done in some cases; they tend to spoil races, and greatly discourage real amateurs desirous of shining on the path." Mr. F. B. Bale, of the Coventry Machinists' Company, who is not unknown to many of our readers, says: "I am decidedly in favor of doing away with the makers' amateur. They are a scandal to the sport, and a heavy tax on the manufacturer, whose expenses in connection with them are almost endless. Of course, though, there are men who are really worth the salary they are paid for their office work; on the other hand, some men who can barely earn thirty shillings a week at any ordinary avocation get five pounds a week from certain makers, and we all know what the difference is made up for." He thinks that if the N. C. U. does not settle the matter that the makers will band together and arrange matters to suit themselves. Mr. Bale further says, "But while holding these opinions, I think it would be very hard and a great mistake to debar all men in the employ of makers from racing. Their amateur status must be decided on their merits. For instance, a salesman of mine who may get forty shillings a week should have as much right to ride as an ordinary clerk, but those who are paid exorbitant salaries for nothing but racing, and are in fact, kept solely to ride,

##### SHOULD BE BARRED.

As to road riders, I am sure they do a lot of good all round for the sport, and I think the men who are subsidized by makers for their performances are entitled to more gentle consideration than path racers. If the payment of expenses is not winked at, we shall have very few new road records."

Mr. N. Salaman, a leading dealer of the metropolis, when asked what he had to say about the makers' amateur, said:—

"I object to him; and my first objection is that his performances mislead the public mind, inasmuch as they are led to believe by the advertisements of the makers for whom he rides, that it is the machine that wins, and not the man. . . . Another objection is, that it induces a craze in the public mind for light machines. Machines are thus built which are entirely unfitted for road work, and, as nine tenths of the riders of wheels have machines for pleasure and not for speed, the result is often disappointing, in the many breakages with which they are troubled. As to these men riding, I don't see, myself, why any one should be debarred from earning an honorable living by riding machines for makers, if it is done openly and above board. I think that a man holding a position as clerk to a maker is just as much an amateur as a clerk in any other respectable capacity. *En passant*, talking of racing, I am strongly of opinion that the N. C. U. should abolish the present class of prizes, and men should race for gold, silver, and bronze medals. . . . Finally, I consider the salaried makers' amateur, *pur et simple*, is in every way to be preferred to the pot-hunter, and the man who (save the mark!) rides for his expenses."

Mr. G. B. Cooper, of Hillman, Herbert & Cooper, thinks that the question is a

##### GRAVE ONE,

and that some check should be put upon the makers' amateurs, but that they have done a great deal for the sport, and that the records they have made have helped the trade, but that the most important results are obtained by road records. He says it is known to be one of the best forms of advertisement to keep studs of professional and semi-professional riders to pile up record on record. I am strongly of opinion that a hard line should be drawn between payment of mere and simple expenses to a true lover of the sport who, without aid, could not afford the cost that every road record, such as will satisfy in these days a public that are excusably doubtful of "postcard" records, necessitates, and the system of payment of money to semi-amateur racing men. Let me say in conclusion, the policy of allowing actual road-ride expenses, can be defended on the ground of public good, the payment of path expenses cannot."

Mr. I. W. Boothroyd, the manager for the makers of the Facile, thinks there are two sides to the question, but that the first consideration is the promotion of sport, and that the encouragement of record making, either on road or path, is a great means to that end. He says: "The essential thing to be considered is, and I insist on this strongly, did a man make a certain record? Can human muscle carry a man on the path, a mile in 2m. 39s, or on the road from Lund's End

to John O'Groat's in six days, or over three hundred miles in twenty-four hours? It does not matter, for the purposes of the encouragement of sport, whether such work is done by a man who is able to pay his own expenses, or by one who is obliged to have monetary assistance from a maker." . . . "What about the doings of English, Gaskell, Adams, or Sellers, all of whom directly or indirectly have been subsidized? No, I don't think this new rule that is talked of desirable; and even if it were so, I think it utterly impossible to carry it out." . . . I don't think it possible to quash the makers' amateur, and consider it against the interests of the sport to practically prohibit a man from riding because he can't afford to ride unaided. As the rules at present stand, a respectable and honest man is allowed to be assisted. Most of those who are so, belong to a class who will *not* ride as pro's, and if any such rule as that proposed is passed and carried out, you will

##### LOSE THE SERVICES

of such men to the sport. Mr. M. D. Rucker does not believe in the makers' amateur, as true amateurs cannot possibly compete with them on equal terms, and that the fact that these men are paid to ride as amateurs, robs the professional of many chances to make money. He thinks, "If those who are now professionals in every respect, except that they take valuable prizes instead of hard cash, were legally made professionals, professional races would be held much more frequently."

"It has been seriously suggested that makers' servants should be allowed to race if they rode any other make but that of their own masters. I am strongly against this, as it would reduce wheel sport to the level of donkey racing—last man in to win. Of course, as an ardent rider, I feel personally interested in this question, as I consider that a rule affecting makers' men should also extend to makers themselves. I would far rather be made a professional outright than see this 'crying evil' continue. It seems to me that the matter lies to a great extent in the manufacturers' hands. If they were to insist on the men that they now pay for riding, did so as professionals, they would see just as good a return for their money by way of advertisement, and would save the expense of keeping up two classes of riders."

Mr. F. Cooper, of Humber, Marriott & Cooper, is honest, and says: "I regret that I am not in a position to give an impartial opinion, and therefore must decline to appear in the matter. I may say, though, the makers' amateurs have none of my sympathy."

Mr. H. D. COREY, as the representative of Stoddard, Lovering & Co., in answer to inquiries by the *WORLD's* reporter, said:—

"The 'makers' amateur' question has not yet attained the importance in this

country it has in England; but I have seen for some time that, sooner or later, that question would come up, and it has not arrived any too soon. I noticed, in a copy of *Wheeling* of 4 March, the editor has been interviewing a number of important manufacturers, but as they are not the most prominent makers of racing machines, and as they do not make a specialty of light racing machines, it is quite natural that they should have some prejudices on this question. Last year racing increased to a very great extent in this country, and at the beginning of the season our firm had no riders on Rudge's but those who owned them outright, but as we found other dealers loaning machines for racing, we of course had to do likewise to protect ourselves, but we have never paid any amateur or professional for riding the Rudge, and personally speaking, my own training expenses and cost of machines have been paid out of my private means. We should not do so under any consideration, unless we found that others were doing likewise. It is a great temptation for a racing man, if he has nothing particular to do, to get himself in condition, to go to some good firm and tell them that he will ride their machine if he will allow him so much money, and I know that has been done in this country, for a certain amateur, in the vicinity of Boston, has asked me how much I would allow him if he would ride the Rudge.

It is rather difficult for an ordinary racing man to devote what little leisure time he has for training, to compete successfully against a man who makes a regular business of it, but veils it under some other vocation. It tends to demoralize the sport, and only ends in amateurs saying how much it is worth to go into a race, and whether he thinks the inducement is sufficient.

Should all makers stop and declare they would not loan racing machines, we would be only too glad to stop it altogether. It entails great expense in taking out a new racing machine, which, after it has been run two or three times, \$15 or \$20 must be deducted from its price, no matter if the machine is exactly as good as new.

"The whole feeling in regard to this question could be very well disposed of, if the makers would agree not to loan racing machines or pay any one's expenses, and I have no doubt but that every dealer in this country would unhesitatingly sign such an agreement."

COL. ALBERT A. POPE, of the Pope Manufacturing Company, said that the company had always been opposed to hiring men to ride their machines and they had never done so. While they had made a few racing machines and should make more in the future, the aim of the company was to turn out a first-class roadster, and they believed the testimonials they could show from men who had ridden, and thoroughly tested, their machines on the roads were of more value than records made on the



path. Speed is not the only thing to be sought for in the bicycle. Many manufacturers believe that it is, or at least that it counts with wheelmen, and they get up track machines unlike their regular goods, and of no value on the road, and point to records made with those special wheels as the work of their regular goods. It is a sham and a delusion. The Pope Manufacturing Company will make racers this

season, and if any racing man wants one of them he must buy it and pay for it.

A REPRESENTATIVE of the Overman Wheel Company was seen, but did not feel inclined to express an opinion, though he thought that the subsidizing of amateurs led to fast time, and was of advantage to the trade. That the Overman Wheel Company did not give machines away, nor pay amateurs to ride them.

#### MANUFACTURE.



The Columbia Light Roadster.

MANUFACTURED BY THE POPE MANUFACTURING COMPANY, BOSTON.

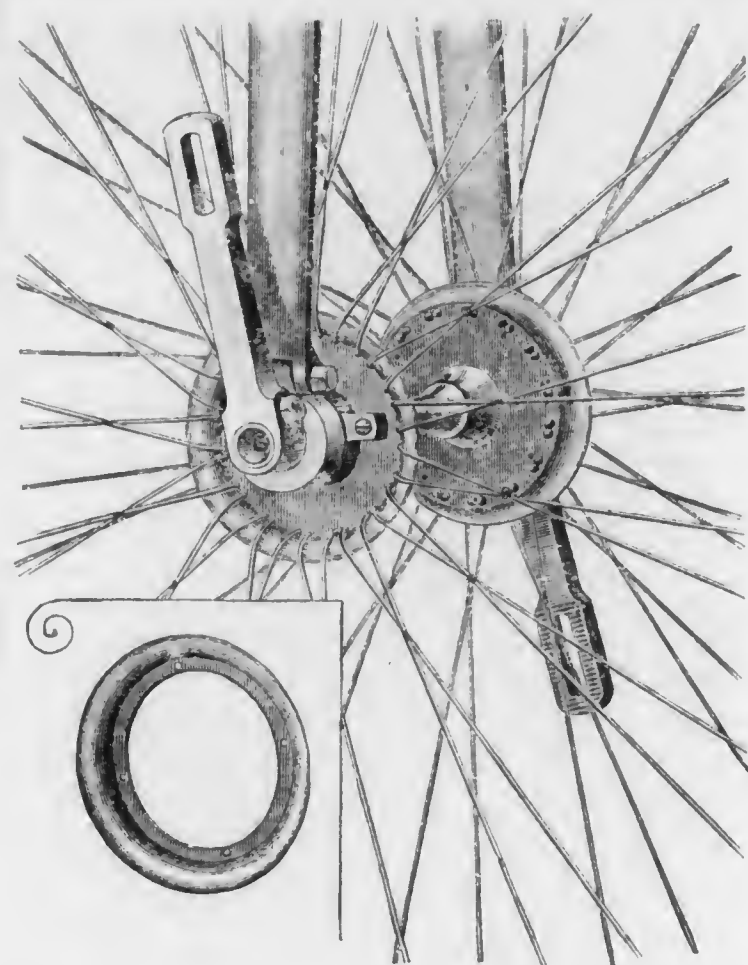
THE above cut shows the new light roadster bicycle, which the Pope Manufacturing Company will put on the market this season. The machine is described in brief as follows:—

The wheels are made of entirely new design. On a firm steel axle are very light forged steel hub flanges most rigidly secured, sufficiently recessed to take in the bearings, and have secondary flanges of curved section at their periphery. The rims are of cold rolled hollow steel, and have no lap or seam on the exterior at all, and though made in two sections have no joint dependent upon bearing or solder. The spokes are steel wire, of good diameter, headed at the hub, and are drawn over the curved secondary flanges, so as to be nowhere weak-

ened by bending; they are set at an angle, with one crossing, where they are held by a fine wire wrapping and solder, and are held in the rim in the line of draught by a neat sleeve nut extending well over the spoke, and strengthening it. These spokes are single, and vary in number from forty-eight to sixty-eight, according to the size of wheel; and may be adjusted as easily as direct spokes, without removing the tire, and being held in the rim by a device on the ball and socket principle, they are not weakened by bending them.

The front wheels are all made in odd sizes, from forty-seven to fifty-nine inch; and the construction is such that ordinarily a rider fitted by a fifty-four inch full roadster will take a fifty-five inch size of these machines with the same fit.

The rear wheels have light steel hubs, double resultant spokes set at an angle, as the others, and with similar sleeve nuts, and crescent steel rims, are very

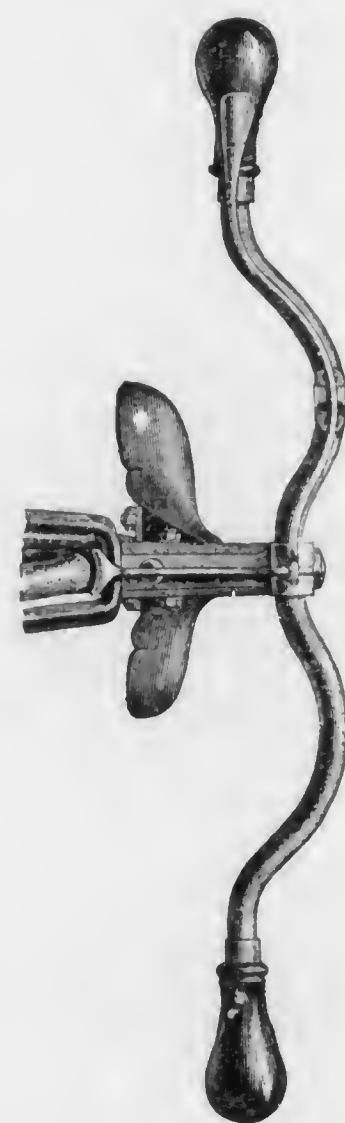


light and strong. The rear wheels are sixteen-inch on fifty-one size and under, and eighteen-inch on larger sizes.

The front forks, perch, and rear fork are all made of weldless steel tubing, on lines similar to those of the Expert, but lighter.

The tires are of the best rubber, endless moulded, and held in the rim by a cement process very securely.

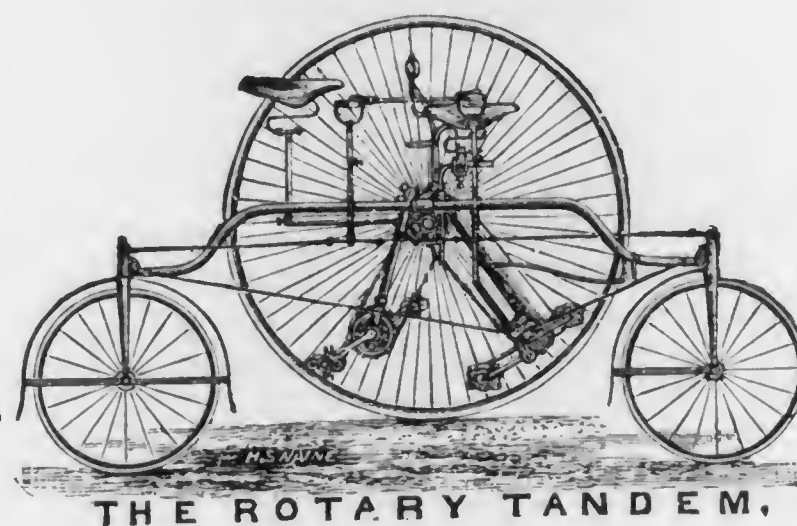
The cranks are slightly different in shape from those of the Expert, for lightness, are detachable, and have from four and one quarter to five and one quarter inches throw. The pedals are of



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Reliable  
AGENTS  
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A few shopworn and second-hand machines in stock at low prices. Send for list.

SOLE U. S. AGENTS,

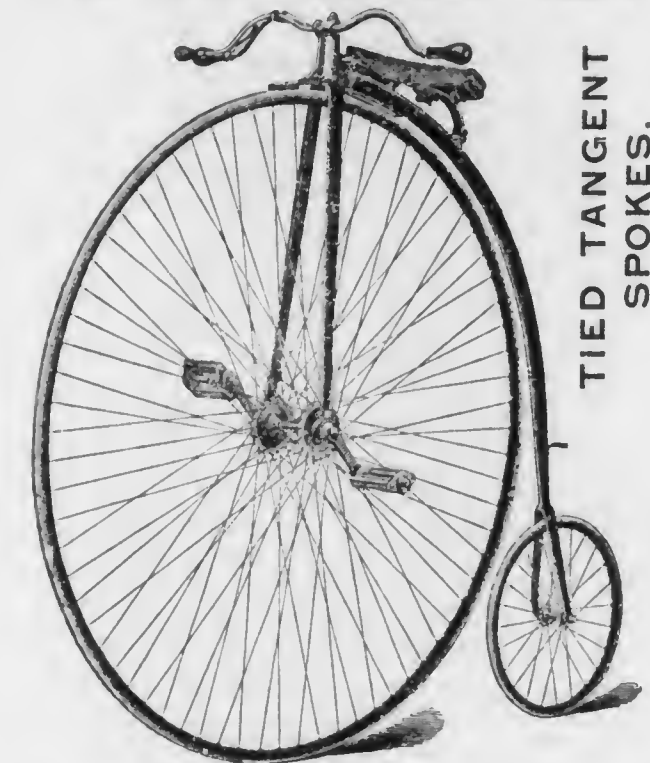
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## American Agents for the **THREE WINNING CYCLES!**

This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's Record

Fastest One Mile - - - 2.39.  
Second Fastest - - - 2.39 2-5.  
Fastest Quarter Mile - - 39 sec.

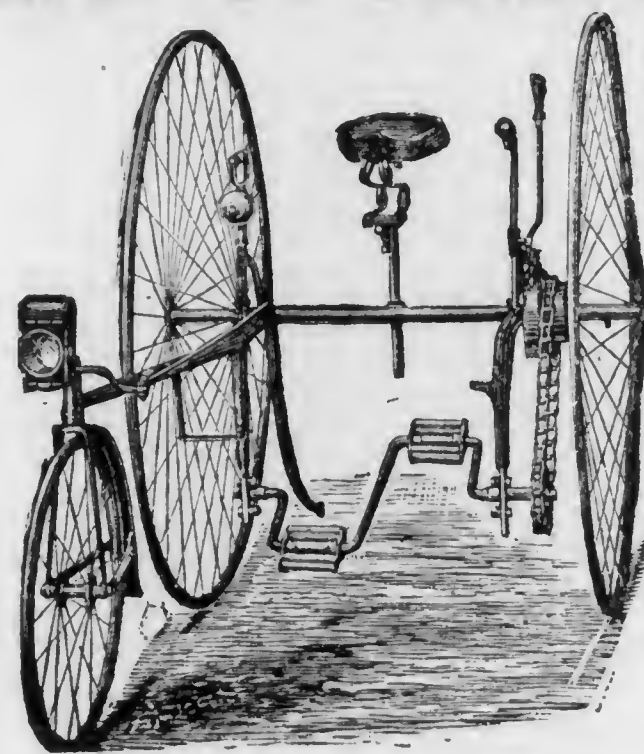
No Other Wheel in the World holds three as fast records!

A Rigid, Superiorly Built Bicycle!  
We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes. 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO."  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds!  
HEADERS IMPOSSIBLE!

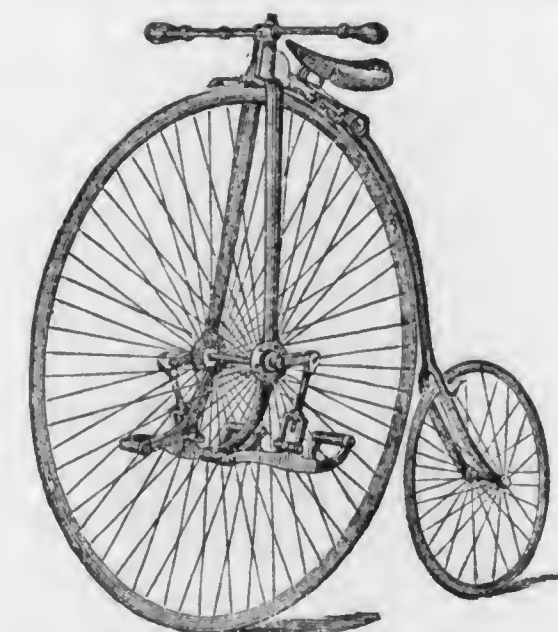


Winning Tricycle "Royal Mail"

Won the Records for 1884 for 1-4,  
1-2, 3-4, 1, 3, 4, 5 miles!

Especially advantageous for country roads, as the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

**WILLIAM READ & SONS,**  
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Send for 1885 Illustrated Price List.

NOW READY!

IT TELLS ALL ABOUT THE

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and contains a concise and clear explanation of so-called "Speed Gear," as applied to the Facile and other machines.

MENTION THIS PAPER.

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BICYCLE and TRICYCLE

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PAINTING AND PLATING A SPECIALTY

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YOU CAN BUY A  
**NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
Send for descriptive price list and mention this paper.

**S. T. CLARK & CO. - BALTIMORE, MD.**

the Columbia parallel style, with Hancock rubber bars, and with strengthened pins.



The spring is of the bolted sliding pattern, with anti-rattling clip. This clip, by a small steel spring acting in a steel shoe above the saddle spring, prevents rattling, and compensates for wear.

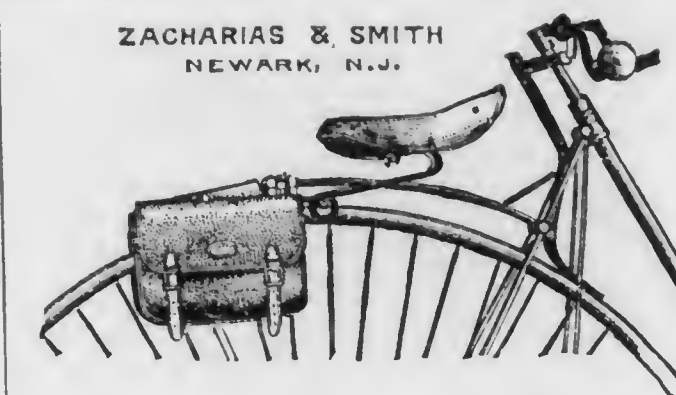
The steering head is cylindrical, slightly tapered, of new design; and the handle bar lug is forged solid with it, for closed front, and very neat and strong. By a new and ingenious spring clip under

the neck, the dust shield is readily removed and replaced without bother with little screws; and it is also modified at the edges so as not to scratch and soil the sides of the head.

The handle bars are hollow, of one continuous piece of steel tubing, gracefully curved and tapered toward the ends, are a good length and finished with large vulcanite handles. By a new method of attachment, the handle bar is readily removable, by simply taking off the left handle and drawing a key.

The brake lever is a steel forging, curved to conform with the handle bar; and the brake is of easy action.

The saddle is of the Columbia long distance pattern. With all parts on, a fifty-one inch will weigh thirty-six pounds. The machine will be on view at an early day, when we hope to have more to say regarding it.



brake, both of which will doubtless be found of great advantage, both up hill and down. The Patton cradle spring is one of the latest additions to the stock of Star accessories, and will fill a want among those who have found the ordinary flat spring too stiff. The principle of the cradle spring is too well known to need any words from us in its praise. It will fit any ordinary saddle, while, by an ingenious clamp, the nose of the saddle can be adjusted to suit different riders. The other accessories shown in the cut are the Star Touring Bags, which are made of canvas or leather. They are each nine inches long and about three inches deep rolled, give space enough to carry almost everything one would care to have about him while touring, and are handy to carry books, papers, etc., about one's business. They are placed behind the saddle, and hang on each side of the wheel, but out of the way, and in a handy position for all purposes.

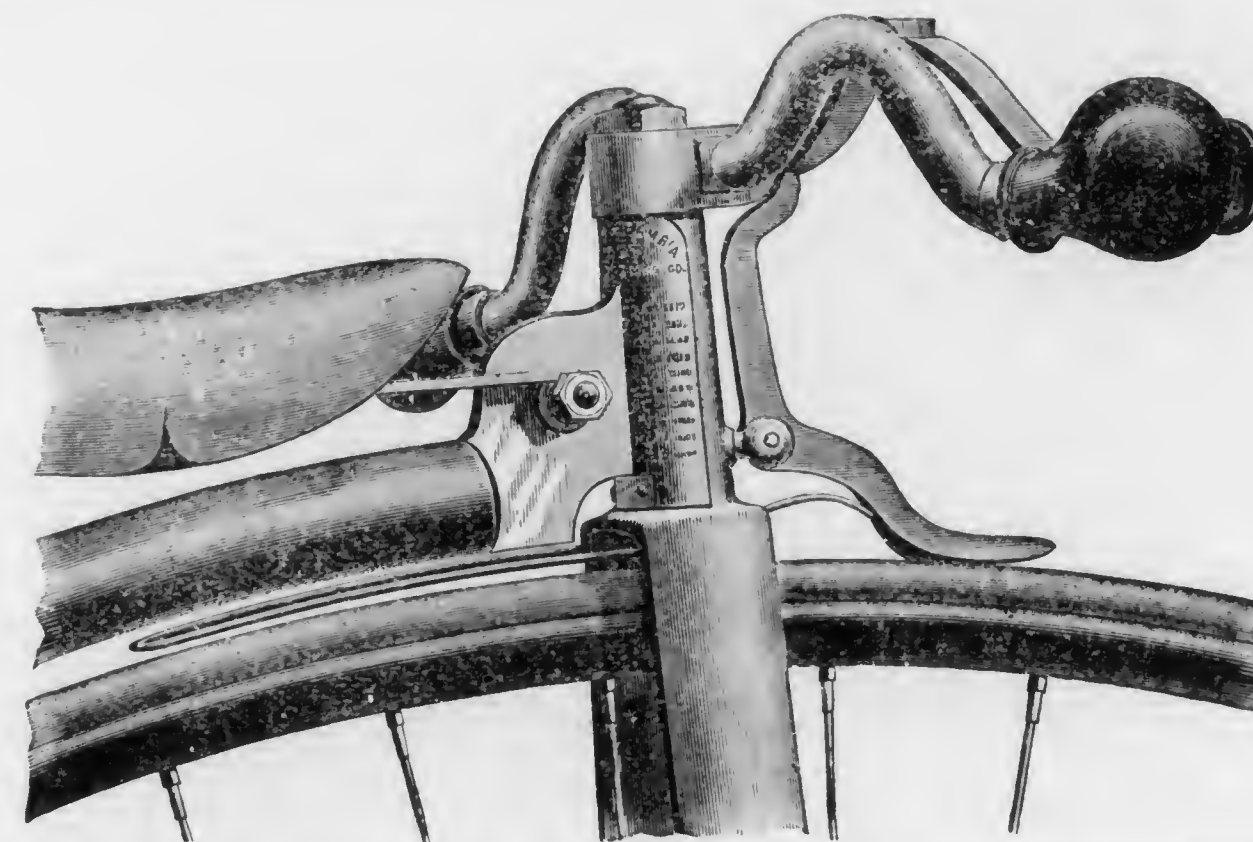
A Steam Bicycle.

MANUFACTURED BY W. E. & L. D. COPELAND, SAN FRANCISCO, CAL.

Our illustration this week shows the steam Star bicycle which has been shown throughout California, South, and North, and which will be exhibited in the East, in a very short time.

The bicycle, it will be seen, is the regular Star pattern. The engine and boiler are planned so as to occupy very little space outside the lines of the machine. The engine proper weighs one pound and twelve ounces, including the driving pulley, and the speed is seven revolutions to one of the bicycle. The engine is capable of making 1,000 revolutions a minute. Enough water can be taken in the boiler to last an hour, and the power of the engine is sufficient to drive the fifty-one-inch bicycle about twelve miles an hour on the floor, or about one mile in eight minutes on the road; hence it will be seen that it would be quite an assistance to the feet in propelling the machine. We presume that it would be necessary to avoid any serious falls, but the inventor claims that it will stand rough handling. By unscrewing a couple of bolts the engine can be removed, when there remains the Star bicycle pure and simple.

The inventor claims that he can so perfect the steam power that it will be perfectly practicable, as much so as a locomotive, and in the winter time when



The Acme Tire Heater.

MANUFACTURED AND SOLD BY C. H. LAMSON, PORTLAND, ME.

The wheelman who has had to expend his time and patience in the endeavor to cement a tire into its rim with the aid of a kerosene or a spirit lamp, has no doubt envied the workmen in the repair shops

whom he has seen with a Bunsen burner in his hand doing the same work with a large, hot jet of flame in a very short time, and in a much better way. Mr. C. H. Lamson has now put upon the market a very simple and practical heater, which will be found very effective. It is constructed on the Bunsen principle, by which air is mixed with the gas, and it gives a large, hot flame, without smoke. It is easily attached to an ordinary gas burner. Its selling price is \$1.00.

The heater will be sent out in a perforated tin box that will serve as a miniature stove for heating water, etc.

Handle Bar, Brake and Spring.

MANUFACTURED BY ZACHARIAS & SMITH, NEWARK, N. J.

MESSRS. ZACHARIAS & SMITH, the well known accessory caterers for the Star, are always up to something which will increase the comfort and pleasure of the riders of that machine. The above cut depicts the dropped handle-bar and





the riders are snowed in, the machine could be used for driving sewing machines, amateur workshops, etc.

#### San Francisco.

In your answers to correspondents, in the issue of 13 February, there is a doubt implied as to the continued existence of the San Francisco Bicycle Club; and you mention that "perhaps this will strike the eye of some one who can tell. It struck my eye, and I can tell. The club to which I belong—The Oakland—had the pleasure of a thirty mile run to San Leandro and Haywards, with some fifteen members of the San Francisco Club, on the 14th inst., so that I can testify that the club you refer to has still a lively existence. Capt. Greene had his men out in their uniforms, with a regulation bugler,—and a good one, strange to say,—and I heard no intimation that this club was otherwise than prosperous. They had their annual dinner and election about a month since, and have laid out for several runs this season. Their new captain is energetic and active, and a more stirring season than last is promised.

On the day of the little run referred to

we found all the roads in splendid condition. The two weeks continued bright sunshine which followed the previous rainy days had dried up all signs of mud, leaving the roads free from roughness or ruts, and no dust. Although in the middle of February, the day was so warm many of us left our coats at Deane's, near Fruit Vale, and rode in our shirt-sleeves down and back, notwithstanding which, it was a perspiring crowd when we reached San Leandro. The four tricyclists who accompanied us kept up with the procession all right, the two fat men particularly "keeping up their lick" well. As we have no snow in this region, of course we can ride all winter, except when a continued rain softens the roads. We boys in the Oakland Club, however, are not stopped even by this, for our town has in all sixty-eight miles of macadamized streets, perfectly smooth, and so crowned that a few hours after a rain, when the sun comes out, we can come out, too. We have in addition several macadamized roads leading to places outside the city, from three to seven miles long, where we can ride any time.

I was reading a few days since, in the telegrams, of the severe weather you are

having "East," while we have been basking in sunshine. We have had about an hour's fine rain only, in the past three weeks. Yesterday some of us rode our wheels up the fine roads to the hills back of Oakland, and "laid off" there under blossoming trees, and admired the fine view given us of San Francisco Bay. The day was cloudless, and we could see out through the Golden Gate on to the broad Pacific, watch the ferry steamers making their wide tracks of foam through the shining water, see the red wood forests of the Santa Cruz mountains forty miles to the south, old Mt. Tamalpais to the west, with "his head in the clouds and his feet on the sea," while close beneath us spread out our fair town, Oakland, with its beautiful trees, gardens and homes, covering the miles between the towns of Alameda and Berkeley, and looking very picturesque from our perch on the Piedmont hills. Lake Merritt, close beneath us, was filled with pleasure craft. The white sails of the becalmed "cat-coats" reflecting on its glassy water. In Oakland Creek, which skirts the city, was a long row of Arctic whaling vessels in winter quarters, flanked by the Alaska commercial steamers and brigs, and a group of yachts out of commission, with a few dozen high sided wheat ships, waiting for crops to grow, a revenue cutter, a collection of Mexican trade schooners, Behring Sea fishermen, etc., giving us a fine marine picture, framed by the broad border of the bay beyond. I know we Californians have rather a reputation about being "blowhards," concerning our corner of the world; but one thing is sure, a place where out-door sports can be indulged in all winter and all summer is not a bad one to live in. In fact, our winter is pleasanter than summer in some respects. Although it never rains in summer, the trade winds are strong and constant, and, in the afternoons, blow twenty to twenty-five or thirty miles an hour, while in winter we have no wind at all for weeks and weeks. I had a couple of hours' sail yesterday afternoon, on returning from my ride, which is the first time in two months it has been worth while to take my little yawl out of the boathouse, because there has been no wind. I laid off on the rug in the bottom of the boat, and sailed swiftly up to Brooklyn Basin, but the wind died out, and I had the pleasure of rowing back to the boathouse, so it did n't pay after all. But in summer, every afternoon we have all we want to sail with, and more, too; while a ride back from Haywards with a head wind makes us lengthen out our cranks, bend our backs, and "shove."

We are having quite a boom in bicycling out here of late, and also one in tricycling. About a dozen of the three-wheelers have come out of late, and five or six more are on the road, with other orders to follow. In San Francisco they have the San Francisco Club,—the oldest organization,—the Golden Gate, and the Bay City, the latter a new club, but

one so active that it has taken the lead. Our little club in Oakland has some thirty-five members, and though amateur photography claimed much attention last summer, we are going to do more club riding this year. There are riders in San Leandro, Alameda, San Jose, Santa Clara, Menlo Park, San Mateo, San Rafael and other places on the bay shore, while all the interior towns have more or less wheelmen. Our Oakland Club has its annual dinner and election in a few weeks. The Commissioners of Golden Gate Park, in San Francisco, who prohibited wheelmen from using the Park roads not long since, have rescinded the order, and are going to recognize the wheelmen more fully than ever. In addition to the carriage drive from the Park to the Ocean Beach and Cliff House, they now intend building a walk for pedestrians, and a separate and distinct road, alongside of it, for the exclusive use of wheelmen. This will give all the San Francisco men a splendid, smooth road out to the ocean beach, and will be a favorite ride when completed. This recognition from the authorities pleases us all, and gives us a place from which teams and pedestrians are excluded, instead of excluding us, as we were afraid would be done. San Francisco itself is too hilly for comfortable riding, so the Park roads are the "stand by."

Day before yesterday the Bay City Club started for San Jose,—fifty miles,—on the San Francisco side of the bay, intending to spin around the fine avenues of the "Garden City" on Sunday, and ride back to-day, which is a holiday. Several riders of other clubs joined them on the trip.

I started in to tell you of the existence of the San Francisco Club, but have scribbled on more than I originally intended. I read the BICYCLING WORLD with interest every week, but am ashamed to say I don't pay for it, as every wheelman ought to, for it comes on the exchange list of the paper where my "bread and butter" is earned. I think our wheeling interests out here have been somewhat overlooked, perhaps, but no doubt it is our own fault, for I fear we are all too lazy to send you any items, and you can't well be expected to come a matter of 3,000 miles or so to get them. I'll try and form a resolution to send you a line occasionally, if our brethren of the East care to hear of our doings.

By the way, a tricycle and a few bicycles were shipped from here the other day on an order from the Sandwich Islands, so the glitter of nickelled wheels will greet the eyes of the South Sea natives ere long. Our favorite sport is spreading in a new direction, you see. The spectacle of a native in aboriginal costume, spinning down a road among the palm trees, will be edifying.

This rambling screed may be fittingly closed by mentioning something which may be read with good effect in some households where the gentler sex look askance at wheelmen's sport.

On coming down stairs on Christmas morning, I found, to my surprise, leaning gracefully against the piano, a full nickelled, fifty-two inch Harvard Special Bicycle, with proper equipments,—a present from my wife. I had been intending to buy one, but had only talked about it, and had not done so. But the exercise had proved so beneficial to my health, when I had ridden an old machine two years before, that my better half had recognized the fact that the amusement had been good for me, and so purchased, from her own funds, a new bicycle. It is an evidence of appreciation of the benefits of bicycling, which ought to go on record, and is mentioned, because it may serve as a gentle hint to other ladies whose husbands are in sedentary occupations.

CHARLES G. VALE,  
Oakland Bicycle Club.

SAN FRANCISCO, CAL., 23 February, 1885.

#### The Buffalo Tandem.

ON Sunday, 8 March, three hardy members of the Buffalo Bicycle Club started from Bull & Haynes' store for a ride on wheels. The party were mounted as follows: The "Deacon" (James) on his fifty-four-inch Harvard, and "Gid" Haynes brought up the rear on the Tandem, behind the writer. The weather was clear and cold, at 10.30 A. M. (The time we we started). We had to confine our ride to the paved streets of the city, as all country roads, and even the Park roads, were blocked with snow and ice. On Connecticut street, after a four mile run without any mishaps, the writer was forced to make a sharp turn to avoid a large cake of ice, which some one had (no doubt maliciously) thrown into the street. "Gid" did not see it (the ice) in time to steer clear of it, and the next instant he was lifted bodily off the saddle, and, according to his own account (expressed in strong language), he thought his name was "Dinnis." However, he finally dropped into the saddle again, vowing he would be on the watch for ice and other obstacles in the future.

The "Deacon" here took the opportunity to lecture "Gid," and the writer for their reckless speed,—he had been left behind once or twice,—and on the folly of swearing. The starting place was again reached about 1 P. M., after riding about fifteen miles, more or less. There are several would-be tandem riders here, and many of them will make it hot for the boys on the road next summer, that is, if we ever have summer here again.

The boys are all excitement in regard to the L. A. W. Meet. We expect a large number of wheelmen from all over the country, and hope to give all who come a good time. "Skinney" Drullard will come down from Montana to see the Springfield boys, and wants them all to come. Dan Milley (club champion) is at work on the home trainer, at Bull &

Haynes', and hopes to make a mile in four minutes before long.

JAMES S. HEDGE.

BUFFALO, 16 March, 1885.

#### CURRENTS CALAMO

MISS ANNIE SYLVESTER has mastered the single-wheel act, and now introduces it at her exhibitions.

ACCORDING to the Louisville *Commercial*, a physician in Canada, who is accustomed to make his professional rounds on a tricycle, recently got tangled up in a hedge, and five of his most urgent cases recovered before he was found and extricated.

THE Kangaroo seems to be taking well in Canada, as we learn that Tibbs and Miller are the latest accessions to the gallant army of Kangaroosters.

W. G. ROSS, Canada's champion, and E. C. P. Gray, one of the coming racing men in the land of carnivals and ice palaces, will be mounted next season on 55-inch and 51-inch Invincible racers, respectively.

We are in receipt of a group of photos. of W. D. Wilmot, the fancy rider, showing him in many of his tricks on the wheel. He is now in California winning golden opinions and dollars as well, and last week he was presented with a gold medal in San Francisco.

THE latest addition to the club membership of the American Division of the C. T. C. is the Cleveland (Ohio) Tricycle Club, which has just been organized. The C. T. C. uniform has been adopted, and C. T. C. membership is obligatory.

THE cycle manufacturers who sent machines to the New Orleans exhibition were not accorded the space and accommodations they hoped to receive. The Overman Wheel Company was crowded out entirely, and the Quadricycle Company, which had arranged to rent their machines in the buildings and grounds, received an order from the management, stating that they had concluded not to allow the use of the machines in the buildings, but would give a temporary permit allowing them to be used on the walks and the grounds. As there was no knowing when the temporary permit might be cancelled, the company refused to have the contract annulled, and has sued for \$10,000 damages.

GEORGE E. HUTCHINSON has issued a challenge to any man in the country, for a contest at trick and fancy riding, for \$100 or more a side. The contest to continue thirty minutes and crank machines to be used.

STODDARD, LOVERING & Co., have just issued their catalogue for 1885. The ornamental cover is from a sketch by C. W. Reed, and the back shows the front of their warehouse. The catalogue has forty-eight pages, and contains a



deal of information regarding the Rudge bicycles and cycling in general.

C. D. BATCHELDER announces his record book for 1885. This is one of the best books of the kind, and enables one to keep a compact and complete record of his riding.

THE last issue of the *C. T. C. Gazette* contains some official utterances on the relations of the parent body and home office to the foreign contingents. The importance of this foreign support is recognized, though it is asserted that the monetary benefit which accrues from foreign dues is not worth considering. That support accorded the C. T. C. in this country is largely sentimental, is appreciated at headquarters. There was appointed, some time ago, a committee to adjudicate on this matter, of which committee Papa Weston is the only member who can do the subject justice, from an American point of view, and we understand the rest of the committee are waiting for C. C. Weston. It is evident that the officials regard the solution of the question in an increase in the foreign dues, a part of which might be retained for local expenses.

The twenty-five mile championship has been located with the Yale Bicycle Club, of New Haven, Conn., and will be run 30 May next.

Treasurer Stephen Terry writes us as follows:—"In consequence of an item, wherein my name is mentioned, appearing in your issue of March 13, I desire to state that I do not wish to be considered as a candidate for any L. A. W. office beyond my present term."

#### Ardill's Enamel.

"It is a shame, sir, to see your old bike look so worn, so rusty, so musty, and all quite forlorn, just go off at once at the break o' the morn for Ardill's Enamel."

You can use it yourself, and it's easily done; It's dry in a minute, and ready to run, Will look brilliant, and glossy, and flash in the sun With Ardill's Enamel."

If you ask that fair trikeist, whom people call Dot, "How is it your trike such a polish has got?" She'll answer, "It's all on account of that pot Of Ardill's Enamel."

#### NOVICE'S COLUMN.

##### Spokes.

THE wheels of bicycles and tricycles are composed of four parts, viz.,—a round rubber tire, a solid or hollow rim which holds the tire, the spokes, and the hub.

The hub, of course, forms the centre of the wheel, and looks like a large spool of brass or steel. It is made of two parts, the core, and the flanges, which are screwed or brazed on to the core. The core is a hollow tube through which the axle runs, and the flanges are disks about three inches or more in diameter. Where they touch the core they are about two inches thick, and they taper outward to an edge which varies in thickness from  $\frac{1}{8}$  to  $\frac{1}{2}$  an inch. On the outside the faces

of these flanges are deeply recessed all round for the space of an inch and one half from the centre.

From the edges of the hub flanges, the spokes, which are of charcoal iron or steel wire, radiate to the rims and serve to keep them "true," i. e., perfect circles. To attain this end it is necessary that all the spokes shall bear an equal tension, and I will try to describe the methods which have been used to effect this.

The oldest method was this: The rim had a number of holes drilled through it at equal distances apart, the spoke having been passed through one of these holes, one end of it was headed and the other or inner end was passed through a small iron or steel nipple and also headed. The nipple was then screwed into the edge of the flange and thus the spoke was tightened or loosened as required.

As these nipples worked loose very easily, a small nut was placed on the upper part of the thread of the nipple, and when the nipple had been screwed in till the spoke was of the proper tension, the nut was screwed hard down on the edge of the flange, thus locking the nipple and preventing it from loosening. These lock-nutted spokes, as they were called, were given up as being too clumsy, and taking up too much room. Also, they failed to support the rim properly, because when the wheel went over an obstacle the spoke could rebound or push up into the nipple and thus allow the wheel to buckle.

Direct spokes took their place, and are still the kind commonly used. These are very simple; a wire having a head beaten on one end is slipped through a hole in the rim, and a thread having been cut on the lower end, is screwed *directly* (hence the name) into the edge of the flange. As formerly made they were apt to break at the ends; so now, they are made about twice as thick at the ends as they are elsewhere, and are very strong. These are called butt-ended spokes.

These methods so far described were all in common use, but there were many special devices used to prevent spokes from working loose, or to enable a man to put in a new spoke without disturbing the rubber tire, or to make it easier to take out a broken spoke, etc., which I will describe briefly.

The first and best is the Club spoke, which is a spoke and nipple all in one piece. It is headed into the rim and screwed into the hub just like a direct spoke; when in place, a neat lock-nut screws down and secures it. It is very little better, if at all, than a butt-ended direct spoke.

Carver's hollow spokes were small tubes instead of wires. Though light and stiff, they were not strong, and did not wear well. Having several parts they were expensive, and now are obsolete.

Grout's self-adjusting spokes were used on a machine which had the tire vulcanized into the rim, so a spoke could not have been taken out when broken, if headed into the rim in the usual way;

they were, therefore, headed into small nipples which screwed into the under side of the rim. They did not look well, and are not used much now.

The Acme self-adjusting spoke was also used with a vulcanized tire. In this wheel the spokes screwed into the hub just like a direct spoke, while at the rim there were a succession of small slots about half an inch long, having a round hole at one end. The headed end of the spoke having been put through this hole, it was then pushed to the other end of the slot where it sunk into a hole made to receive it. It is practically obsolete.

Starley's safety wheel was an ordinary direct spoke wheel, but the holes in the hub flanges were not tapped, so the threaded ends of the spokes merely were inserted into the holes, and screwed into small plugs of steel, which were driven into the flanges crossing the holes at right angles to the spokes. When a spoke broke it was only necessary to drive out the plug and it would bring out the broken piece with it.

Palmer's safety nipples and the Stanley spoke accomplish the same object, thus:—In the former a small nipple is screwed into the hole in the flange and is drilled and tapped centrally to hold the spoke, which is an ordinary direct spoke. The nipple is screwed in flush with the edge of the flange; so, when a spoke breaks the nipple can be taken out with a screw driver and the broken piece removed. The Stanley spoke also has a nipple which screws into the flange and holds a direct spoke just like the Palmer's, only instead of screwing in flush with the edge of the flange, this nipple has a hexagonal head neatly bevelled off to the size of the spoke. When a spoke breaks the nipple can be taken out with a small wrench. This spoke looks almost exactly like a Club spoke.

There is but one device for preventing spokes from getting loose, which is worth mentioning, and that is the interlocking hub.

In this the spokes are ordinary direct ones, and are screwed into their holes as usual. When all is properly adjusted, small holes are drilled in the faces of the flanges so as to trespass upon the sides of the spokes a small fraction of an inch. These holes are tapped and small screws put in, which crossing the spokes though very slightly prevent them entirely from unscrewing. The numerous other devices for this purpose are complicated and clumsy, and are to all intents and purposes, out of use entirely.

So far I have only described wheels with simple spokes; we now take up tangent and laced spokes. Tangent wheels, as originally made, consisted of a hollow rim with loops on the underside from which direct spokes of very fine steel wire ran to the hub. The peculiarity consisted in the fact that each spoke met the hub at the *tangent* instead of running toward the centre, as other spokes do. The spokes did not screw into the hub, but into small plugs inserted

in the inside and outside faces of the flanges, near the edge. The spokes attached to the plugs on the outer faces led forward, while those from the inner row of plugs led backward. The wheel was thus perfectly rigid, whether it turned backward or forward.

For some time this kind of spoke was disused, I don't know why, but within a year or two it has come into almost universal use for light machines, only in a modified form, and is called the laced spoke. Laced spokes are of thin steel wire, twice the length of an ordinary spoke.

They are attached as follows: One end is passed through a hole in the rim, and has either a head beaten on the end, or is secured by a small nut screwed on to it inside the (hollow) rim. The spoke is then led straight to the hub, like a direct spoke, and passes through a small hole drilled through the face of the flange a little way from the edge. It is then carried to the rim at a right angle to its former direction, i. e., at a tangent to the hub. As by this arrangement the spokes cross each other at several points, additional rigidity can be given to them by tying them together with fine wire, and then brazing them at each point where they touch each other.

This nearly always is done by the leading makers to-day, but is apt to be done very carelessly. When done well it makes a very light rigid wheel, and one in which it is practically impossible for the spokes to work loose.

Before going further I wish to call the reader's attention to one point of considerable importance in this connection. Wire, of all kinds, resists most strongly any force tending to *stretch* it, i. e., its greatest strength is in the direction of its length. Against side strains, or strains which tend to bend it sideways, it gives very little resistance.

Piano strings bear a strain of 2,000 pounds in large pianos, without injury, but even at their utmost strain a child can bend them sideways with one finger.

The object now of this digression is to call the reader's attention to the fact, that *tangent spokes* take all strains caused by turning the wheel in the direction of their *length*, if they are at a true tangent to the hub while they are weak against a side strain.

Direct spokes, on the other hand, being of larger diameter, resist the side strain, caused by turning the wheel, better than the light tangent spoke would in the same position; but nevertheless suffer the disadvantage of getting that strain in the direction of their diameter, where they are weakest, instead of in the direction of their length, where they are strongest. The direct spoke resists strains caused by tipping a wheel over, or by collisions—where something strikes the spokes—better than the tangent spoke; but as most of the strain on spokes is caused by the turning of the hub, the tangent spokes are better adapted for resisting this, and should be used.

They can be made stiff enough against collisions, etc., if the wheels have good wide hubs. And if one half the spokes are tangents, and the other half are direct, as in laced wheels such as I have described, the wheels should stand anything.

Most makers do not take the trouble to make their spokes run at true tangents, or anything like it.

They make laced wheels, in which the spokes form angles of 60° or thereabouts, between their two parts. The angle should be 90°, if one half the spoke is direct and the other is a tangent. Where the spokes do not form true tangents to the hub they are subjected to the same sort of strain that direct spokes are, and for this they are much too light.

It is owing to this careless unscientific way of arranging spokes, that laced spokes have caused so much trouble in England during the last year, by breaking and twisting off.

Otto's corrugated spokes are very peculiar. The hub is made with a flange in the middle as well as at the ends, and from each of these flanges a set of spokes radiates to the rim. The spokes are not quite straight, but are "crinkled," like a spiral spring pulled out almost straight. It is claimed that the middle row do all the driving, and the two side rows keep the wheel in shape. The spokes being all springy and elastic, vibration is much lessened, and riders who have tried them speak very highly of them.

Andrew's spoke is an ingenious contrivance. The spokes are attached to the rims and hubs as usual, but are only half the usual length. The upper half is headed into the rim, and bears on the lower end a small nipple, drilled and tapped centrally for the reception of the end of the lower half, which is threaded to fit it. The nipple connects the two halves together about half way between the hub and the rim, so it is always easy to get at. Spokes of this kind have three advantages over spokes fitted in any of the ordinary ways.

*First.* Because the screw thread and nipple come where there is the least strain on the spoke; the greatest strains on spokes being at the ends.

*Second.* Because the two parts of the spoke being so short, they are less liable to get twisted when the spoke is tightened, than spokes of the usual length. Spokes often get twisted off from getting rusty in the thread, or from the head being held by the cement in the rim, but the Andrews spoke does not have to turn at all. The nipple turns and draws both parts of the spoke together, like a turn buckle or swivel used in wire rigging on small sail boats.

*Third.* Because it can be got at easily, whether the wheel has few or many spokes.

I have endeavored to confine myself strictly to the subject of spokes throughout this article, and have only put in such description of other parts as to ena-

ble a reader to follow the explanations. I have avoided any mention of different hubs and rims, and special arrangements to secure rigidity, in addition to the spokes, for fear that this article would never end at all.

ELLIOT C. LEE.

#### The League Election.

THE Springfield Club has submitted the following ticket for the election: Chief consul, Henry E. Ducker, of Springfield; representatives, Abbot Bassett Adams D. Claflin and W. I. Harris, Boston; F. P. Kendall, Worcester; George Chinn, Marblehead; John S. Webber, Jr., Gloucester; W. M. Pratt, Brockton; Albert S. Parsons, Cambridgeport; Walter U. Lawson, Lowell; H. S. Wollison, Pittsfield; W. O. Greene, Holyoke; F. E. Hawkes, Greenfield, and Sanford Lawton, Springfield.

A CORRESPONDENT, who signs himself "Push," sends the following ticket: Chief Consul, H. E. Ducker. Representatives, Abbot Bassett, F. Alcott Pratt, W. I. Harris, F. P. Kendall, Worcester; George Chinn, Marblehead, C. H. Odell, Salem; W. M. Pratt, Brockton; H. W. Hayes, Cambridge; Walter U. Lawson, Lowell; H. S. Wollison, Pittsfield; W. O. Green, Holyoke; F. E. Hawkes, Greenfield; Sanford Lawton, Springfield.

THE o. g. has proved itself a useful medium for nominations for the officers to be elected.

SECRETARY AARON will run again for chief consul of Pennsylvania.

We are in receipt of a letter from a New York wheelman in opposition to the State ticket put out by the Courtlandt Wheelmen. The crowded state of our columns forbids its use. The writer favors the ticket of the Trojan Wheelmen, headed by the present chief consul, J. R. Torrance, of Troy, and objects to the large representation given the cities by the opposition, for out of eighteen representatives New York City, has five, Buffalo, three, and Brooklyn and Albany two each. The writer makes a plea for the outlying districts, and the smaller towns which are better represented on his chosen ticket.

#### RACING NEWS

THE Scranton (Pa.) Club held a tournament, carnival, and hop, on 19 March. The programme consisted of a bicycle drill by a squad of twelve from the Scranton Club, racing, dancing, etc. The races were won as follows: One mile, Harry Tincker (1), 3.59. One-mile tricycle, J. R. Schlager (1), 4.30; F. S. Godfrey (2). Half-mile, one leg, D. W. Scism (1), 3.15. One-mile, Facile or Kangaroo, D. W. Scism (1), 3.02. Two-mile, Harry Tincker (1), 7.21. Slow race, Frank Parrott (1); D. W. Scism (2). One-mile, skate v. bicycle, H. C. Wallace, bicycle, (1); W. De Munn, skates (2).



THE Memphis Bicycle Club has contracted for the building of a quarter-mile

**NORTHAMPTON CLUB.** — At the annual meeting of the Northampton Bicycle Club, the following officers were elected: President, Dr. Daniel Pickard; vice-

C. E. H.—Sorry you cannot do as we wanted, but appreciate your position. Will be glad to hear from you. Thanks.

brown.

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# CYCLING OF TO-DAY.

## A CARTOON

### DOUBLE PAGE.

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C. W. REED,

THE CYCLIST ARTIST.

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There will be no edition of this work in 1885. Seventy-five cents by mail.

We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE BICYCLISTS' INDISPENSABLE for 1885 is now in press.

TRICYCLING FOR LADIES, by Miss F. J. ENSKINE. — "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Enskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." Twenty-five cents.

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CYCLIST AND WHEEL WORLD ANNUAL. — Edited by C. W. Nairn and Henry Sturmev. Published in January. Contains a diary, club directory, racing records, résumé of events of the past year, and much other cycling information. Last edition for 1884. We will close out at twenty-five cents.

CHRISTMAS NUMBERS. — The Christmas numbers of the *Cyclist* are profusely illustrated and filled with entertaining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Fifty cents. Editions of 1882 and 1883, twenty-five cents each.

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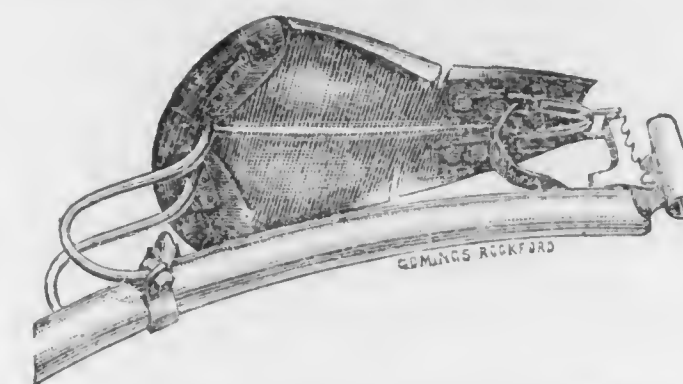
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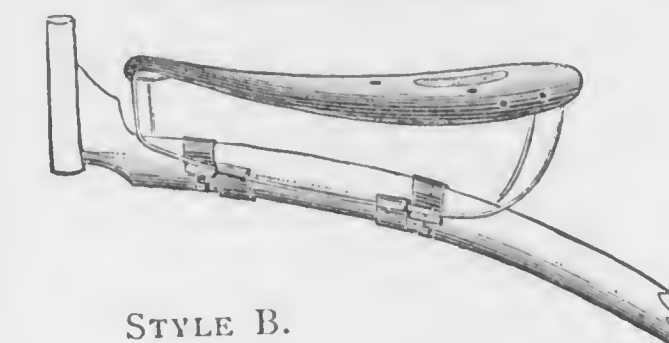
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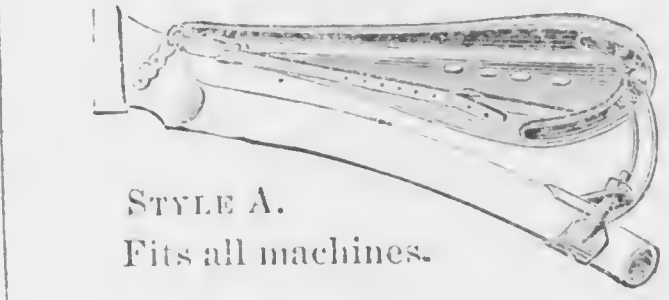
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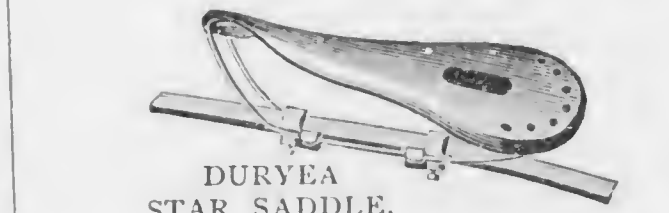


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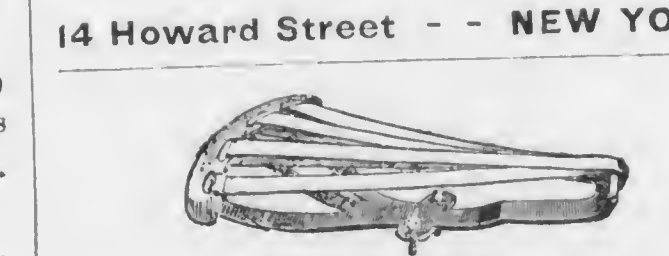
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Adjustable to any length  
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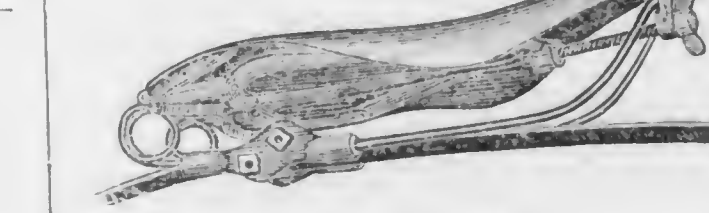
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handiest ever used, and soon made to fit backbone;  
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## EIGHTH EDITION.

Having ridden my "Expert Columbia" for one season, without any expense for repairs, allow me to express my entire satisfaction with the machine. I recommend all my friends searching for the best machine to buy an "Expert."

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DR. WM. P. COOKE.  
100 BOYLSTON ST., BOSTON, MASS.

I rode a "Standard Columbia" two seasons with such enjoyment as left no doubt in my mind but that it was the best bicycle made. It being too small for me, I got an "Expert" and find after two more seasons' riding, that I have a still better machine. During the time I have used my "Expert" I have (in spite of some pretty rough usage) neither lost, broken nor worn out any part of it. Beyond the sum I paid for it, it has cost me nothing except for oil. I want no better bicycle.  
Very truly yours,  
ARTHUR W. CLARK, M. D.  
BOSTON, March, 12, 1885.

This is the fourth year I have ridden my "Expert Columbia," and in that time I have seen a great deal of hard road riding. My wheel is in as good condition now as the day I got it, and I would not exchange it for any other wheel in Boston. I have tried nearly all the well-known wheels, and I have never found one that takes me over the road as fast, and with as much ease, as my "Expert," and as a hill-climber the "Expert" leads. I am, and have been, so well pleased with my "Columbia" that if asked my opinion by my friends or any one else, I should advise and urge them to use nothing but the "Expert."  
Very sincerely,  
ARCHER C. CORNS.  
INSTITUTE OF TECHNOLOGY.  
BOSTON, March 13, 1885.

I take pleasure in testifying to the many good qualities of the "Columbia Expert," manufactured by your company. My experience with the wheel at that time was very limited, and I had the hardihood to undertake club riding over rough, stony, country roads, side-paths, etc. Generally on those occasions my bicycle seemed possessed with the idea to throw me off without regard to my wishes or feeling, and made frequent and violent obeisance to mother earth. Consequently the wheel received some pretty hard knocks and strains, but so far as stanchness is concerned, appears none the worse.

I think the "Expert" is ahead, and

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prefer it to any other bicycle that I have seen.

Very truly yours,  
GEO. WILLIAMS.  
NEWARK, N. J., Dec. 15, 1884.

Extract from a letter by one of the "Speedwell Brothers":—  
"I took my machine to the Pope Mfg. Co., and it cost me eighty cents for repairs; and that is every cent the machine has cost me since I received it. It looks as good as new, and has had the hardest usage of any machine on the road; as every exhibition I give it has to carry 430 lbs."

I am riding one of your "Experts," and think, without exception, it is the best machine for all-round riding in the market. Very respectfully,

H. F. THURBER,  
N. J. Wheelmen.  
NEWARK, N. J., Dec. 5, 1884.

A year's experience with an "Expert Columbia" bicycle, over 2,000 miles of all kinds of roads, from the smoothest "macadam" to the worst of all "corduroy" roads, convinces me that for stanchness, easy running, and economy in repairs, there is no machine to compare with the "Expert." Yours, etc.,  
C. W. NORTHROP.  
NEWARK, N. J., Dec. 18, 1884.

The 58-inch full nickelled "Expert" bicycle I bought of your agents here has done me splendid service the past season, not a spoke having loosened or the slightest break occurred. To my mind the great advantage in your "Expert" over other machines is the rigidity of the forks, as under the most severe strain in hill-climbing the wheel runs in line, and no twist is brought upon the bearings. The "Expert" deservedly takes the lead in the club here.

Very truly,  
FRED. BINFORD,  
Captain Pawtucket Bicycle Club.  
PAWTUCKET, R. I., Dec. 15, 1884.

The "Expert Columbia" that I bought from you some two years ago has given such good satisfaction, and rendered such valuable service, that I cannot refrain from adding another testimonial to the scores you already must have on hand.

Day after day (during riding season) my wheel is in use, and I warrant you has been subject to as rough usage, and taken part in as many "headers" as

any wheel in the country for same time; and in place of being all out of "kilter," as would naturally be expected under the circumstances, is to-day as good as new, and could not be bought at any price if no more were to be had. The machine is strong, substantial, and durable, and it seems an impossibility to break any part of it. This is an excellent wheel for all purposes, and to any of my bicycling friends who are at a loss to know what wheel to purchase, I would advise them to get a "Columbia" by all means, and thus render disappointment and dissatisfaction impossible.

Yours truly,  
JNO. P. SAZER.  
LA CROSSE, WIS.

I have ridden the "Columbia" for the past four years, having had in that time two "Standards" and one "Expert." The "Expert" (56-inch enamelled) I am riding still, having purchased it the first of last summer; and I can say that of all the machines I have ever used I like the "Expert Columbia" best.

Yours truly,  
J. B. HUMPHREY.  
BANGOR, Dec. 9, 1884.

I can heartily recommend the "Expert Columbia" bicycle. I have ridden one for two seasons, and find it fills the bill. My weight is 140 to 145 lbs., and I pride myself on tackling everything that comes up. It is a first class hill-climber, best of coasters, and in all points a desirable machine.

Very truly,  
GEO. DAKIN,  
Captain Buffalo Bicycle Club.  
BUFFALO, N. Y., Dec. 5, 1884.

Permit me to add a word for the "Expert," to the effect that two "copies" of that machine here are the only ones that have thus far stood the severe strains put upon our bicycles by rough hill-climbing, without accident. (We have four high-class English wheels.) I examined the "Expert" ridden by young Ashton on his trip West, and am free to confess that I was surprised to find that it was as true and stiff as though it had just left the factory, and it had been ridden over the worst roads between the Atlantic and Pacific.

I am, very truly yours,  
CLARENCE H. JUDSON.  
COUNCIL BLUFFS, IA., July 19, 1884.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

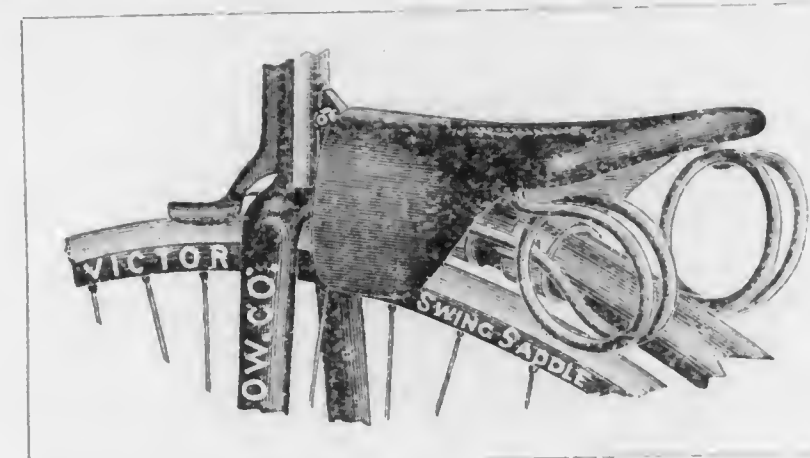
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BOSTON, 3 APRIL, 1885.

Volume X.  
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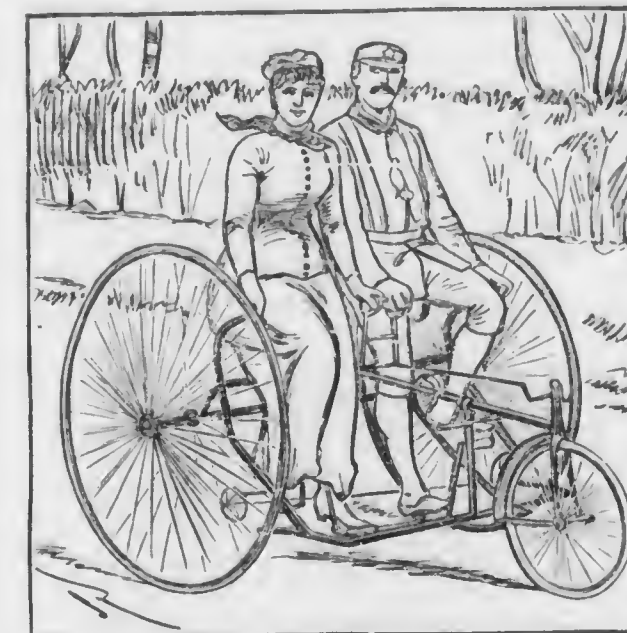
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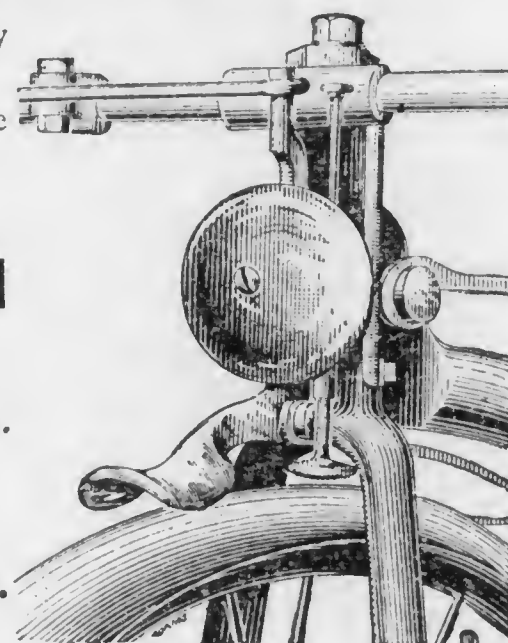
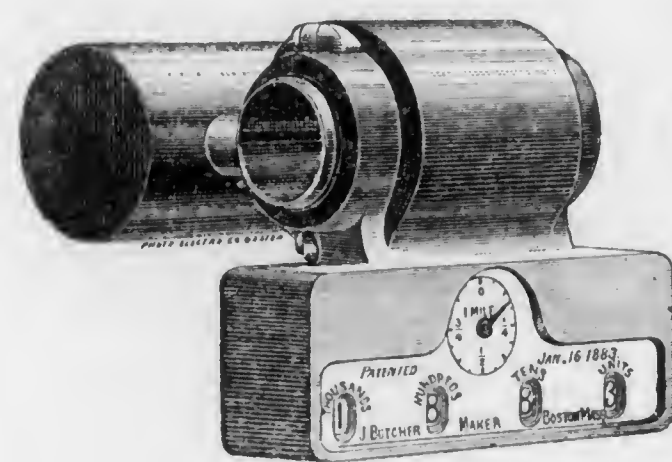
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AMESBURY, MASS, Feb 3, 1885.

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I would advise everybody to use one, as there is a deal of satisfaction in knowing and seeing while riding, just how far you have been, or to calculate the distance between places, without the necessity of a dismount. It is absolutely correct, and does not rattle.

I would not sell mine for twice the price of a new one, if I could not get another. Very truly yours, A. F. GREENLEAF.

B. SCHULENKORF & SON,  
MERCHANT TAILORS,

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ONE-MILE FOR SAFETY MACHINES Silver headed Cane. 40-inch wheel and under.

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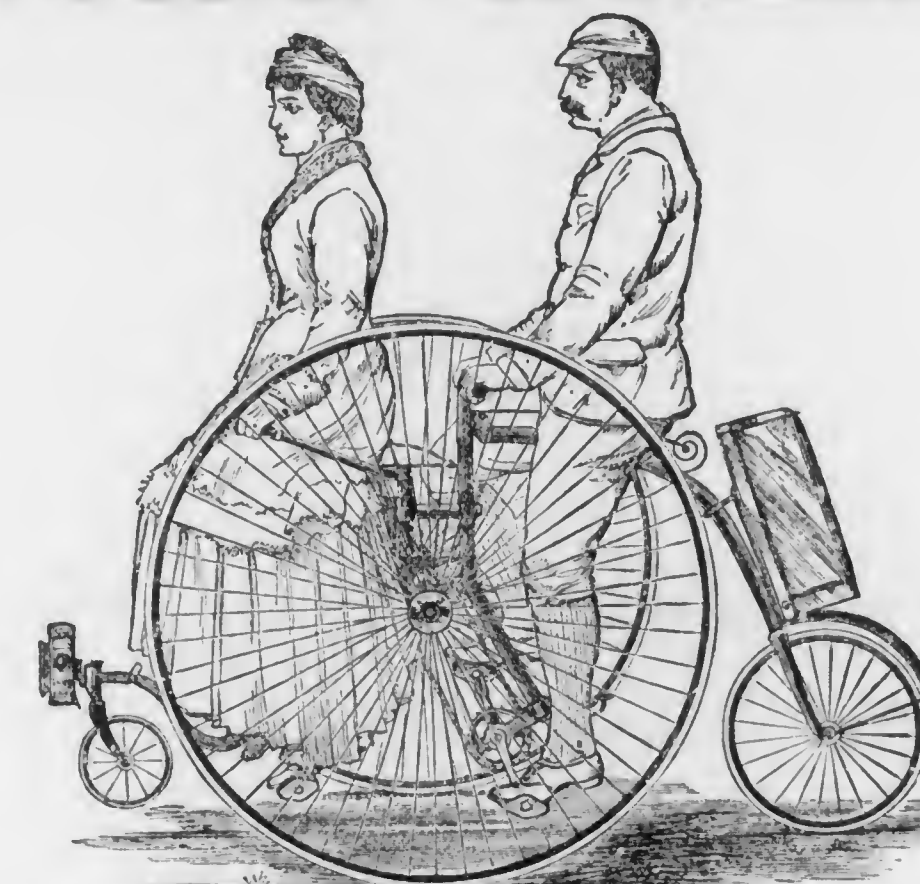
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CHAS. A. FISH, Treasurer.

The Springfield Wheelmen's Gazette.

HENRY E. DUCKER, Editor.

Springfield, Mass., Feb. 27, 1885

Dr. Herman Wheel Co.  
 Worcester, Mass.  
 Gentlemen: I wish to congratulate you upon the success of your new "Victor" bicycle, having examined the wheel in process of manufacture, I must say that the wheel is all that was promised, and even more, you seem to have reached the 'acme' of perfection in bicycle building. Having left nothing in the wind to place your wheel in the front rank. I shall watch the future of your new wheel on the road with great interest, and trust it will reach the expectations of its founders.

Yours Truly  
 Henry E. Ducker

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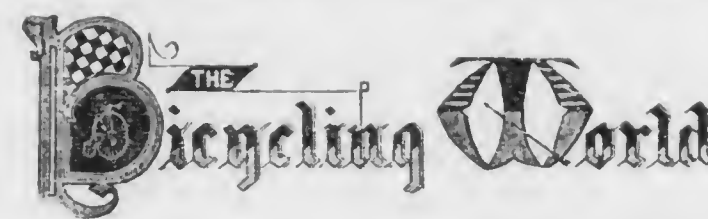
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 John Wilkinson Co., 68 Wabash Ave., Chicago.  
 Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
 Geo. R. Bidwell, 4 East 60th St., New York.

J. S. DEAN  
 ABBOT BA-S-TT . . . . . EDITORS

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 3 APRIL, 1885.

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### ROAD AND PATH RECORDS.

THE consensus of public opinion is in favor of the stand we have taken in regard to the comparative value of road and path performances and records. The trade especially agrees with us that good work on the roads is of great value to them, and of benefit to the sport gen-

erally. So strong is this feeling that there is a tendency on the part of many to turn into road "scorchers," and place to their credit records which will compare favorably with those of other countries. Though records made on the racing track have from time to time been questioned, there is generally little trouble in substantiating or disproving them. With road records a different state of affairs exists, but the importance of proving them beyond peradventure is not diminished. There is no tribunal at present to accept or reject any alleged road records; so the press will have to constitute itself judge of all claims to them. It is certainly very hard for any one to work all day and night to secure a record, only to find that it cannot be allowed, for want of proper authentication, and yet it is but fair that the fullest proofs of its reliability should be established. It has been shown conclusively that postal cards cannot be depended upon, and the time has gone by for accepting any one's say so that a certain distance in a certain time has been covered. As to distances, we suppose we must for some time to come depend upon cyclometers. If they are accurate, we can see no objection to doing so, provided, however, that riders are properly checked, and their times taken at various points. Any person contemplating making a road record will find it for his advantage to have his cyclometer properly verified at the start and finish by some reliable person, and then make arrangements to be checked and timed at intermediate points on his route. Too great precautions cannot be taken in this respect, as the public is becoming more and more incredulous as the times and distances improve.

It is sometimes interesting to note the changes wheelmen make in their mounts, and though one may differ with them in their judgment, there is often food for reflection in the facts. For a little batch of changes which we picked up last week, we note the following: Editor Jenkins, of the *Wheel*, will ride the Rudge Safety instead of the Star. W. G. Kendall, of the *Bostons*, comes down from a 55-inch Rudge to a 36-inch Kangaroo. E. C. Lee, of the same club, will own the first Quadrant tricycle in this country, and Willis Farrington, of Lowell, takes to a Ripper, instead of sticking to his Invincible tri-

To read the Boston *Herald* would lead one to infer that the cycling interests of this city are centred in one organization. As is said in "Patience," one gets tired even of "taffy."

We regret the feeling which prevails in the minds of many, that too much attention is being paid by the League to racing matters. There is no one who believes that the welfare of that organization would be promoted by more vigorous work in the promotion of touring and kindred matters; but the labors of the Racing Board are so distinct, and do not interfere at all with any of the other branches of our sport, that it is folly to find fault with the general management, because one committee is attending vigorously to its duties. It were better to hold up the Racing Board as an example to slothful officials, and tell them to go and do likewise.

THE large increase in the number of dealers and makers has caused apprehension in the minds of some lest the business be over-done, the market overstocked, and in some cases disaster follow. We have carefully surveyed the market, and feel that there is little ground for any apprehension that there will be over-production. The business has opened better than ever before, and all the dealers we have seen feel encouraged at the outlook, and report more sales than ever before at this season of the year. This country is large, and the number of possible wheelmen is almost unlimited. Increased competition will make business, and while this very competition demands greater vigilance and more enterprise, we do not doubt that the dealers will prove equal to the occasion.

If there is any over-stocking, it is in the matter of wheel publications, of which there are more than the cycling interests has shown a willingness to support. However, we cannot complain, as we certainly have received our share of the patronage, and we do not see that wheelmen generally can find fault if their interests are promoted by the struggle for journalistic supremacy.

We have for several years been appreciative watchers of the development of tricycling, and thorough believers in its ultimate success. Not that we ever felt that the tricycle would supplant the bicy-



cle; far from it; but we could not fail to recognize that it would reach a large class of people who, for various reasons, would not or could not take to the lighter, more graceful, and speedier machine. We have, it is true, been at times disappointed at the slow growth of tricycling, but we now feel that our judgment is about to be proved correct.

wheelmen of Boston and vicinity. Five hundred or more invitations were issued, and in response thereto a distinguished company of cycling devotees assembled to pay respects to the club which has so sumptuously housed itself. The guests were received in the parlor by President Henry W. Williams, Captain Chas. P. Shillaber, and Secretary Geo. Pope. The reception committee, with W. C. Lewis as chairman, did the honors of the even-

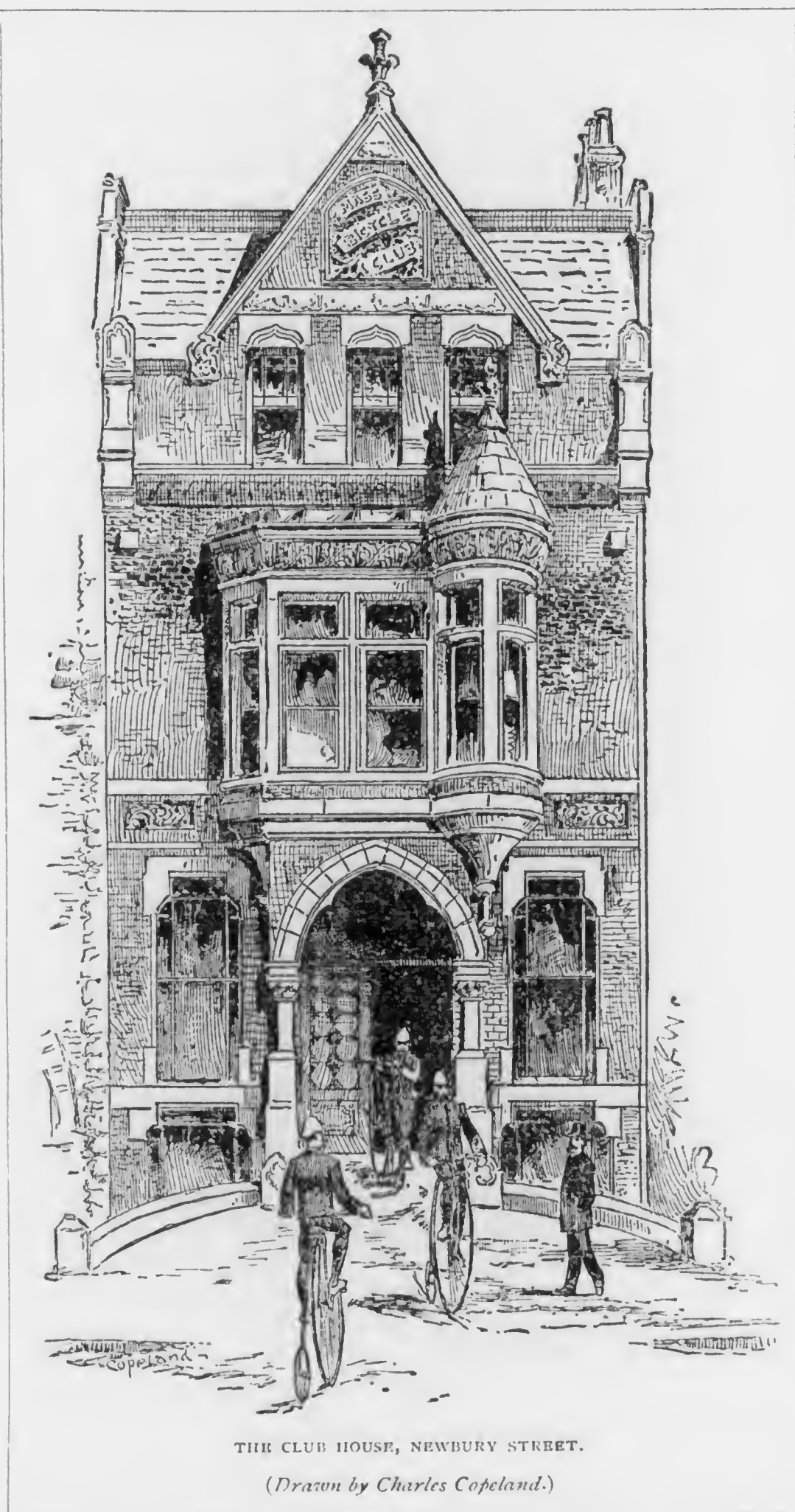
body, wearing the silver star, their emblem, on the lappel of the coat.

A general good time of social intercourse, congratulations, billiards, pool and bowling constituted the order of the evening. An elegant collation was served in the upper hall. At about eleven o'clock the company separated.

It goes without saying that the house is the finest wheel club-house in the world. The location is on the Back Bay, fronting on Newbury street, near Dartmouth street, and adjoining the building of the Boston Art Club. The building sets twenty-two feet back from the inside edge of the sidewalk, has a frontage of twenty-four feet, a depth of ninety feet, is of three stories and basement, and is constructed of brick, handsomely trimmed with light shades of Nova Scotia stone and terra cotta. In the front of the building, from the second story, projects a roomy bay window with oriel. At the top of the building, in the centre, is a slab bearing this inscription: "Massachusetts Bicycle Club, 1884." A concrete incline takes the place of steps leading to the front door, which is wide enough to admit the widest "sociable" tricycle; the incline enabling 'cyclists to easily wheel their machines from the street into the building. The basement is neatly finished in ash sheathing, with a floor of hard pine. The furnace occupies a small portion, and heats the entire building. There are bath and toilet rooms in the basement, a finely laid bowling alley, with two billiard and pool tables. A large old-fashioned fireplace gives a cheerful homelike appearance to the parlor, and the gas fixtures are of special and appropriate design.

The main or street floor, with the exception of the staircase, is clear, and constitutes the "wheel" room, in which recline "wheels" of almost every size and description. In the rear part of this room is a convenient place for washing the machines. The finish of this story is of ash, and the floor is of hard pine. The central staircase leads one directly into the "locker" room, which is the space between the two parlors. The lockers are so arranged that every six or eight, with the addition of handsome little curtains, make cosy separate dressing-rooms. Leading from the locker-room are bath and toilet rooms.

The large reception room or parlor occupies the street front of the second floor. It is thirty feet deep by twenty-four feet, and is finished in polished cherry. A large Wilton rug nearly covers a floor of polished oak, and a fire-place of ye olden time dimensions is a genuine work of tile art. The walls and ceilings, by a peculiar process of plaster and paint decorating, are bright and exceedingly handsome. The central chandelier is of special design. It consists of six burners, on the pipes of which rest gilded bicycle wheels, and in the hubs are inserted brilliant white or colored stone. Just above the union of the little



THE CLUB HOUSE, NEWBURY STREET.  
(Drawn by Charles Copeland.)

#### Opening of a New Club House.

THE new home of the Massachusetts Club was warmed on Wednesday evening of last week, when the doors were thrown open for the reception of the

ing, and made the visitors mutually acquainted. Wheelmen were present from far and near, and every club in Boston and vicinity was represented. The Boston Club met at their club-house and paid respects to their brother club in a

pipes with the main is a perfect representation of the L. A. W. badge, big diamond and all. The furniture, which was made to order, is of mahogany, and upholstered in dark russet-colored leather.

A handsome mahogany table occupies the centre of the room. Two flowing velours portieres separate the reception room from the locker room and entry. The walls are hung with beautiful pictures, many of which are on cycling subjects and the gifts of club members. An upright piano is also included in the furnishing. On the rear part of this floor is a good-sized room, with dressing apartments attached, tastily furnished, and known as the ladies' parlor and library. The finish is of cherry, and the furniture of the same wood, handsomely upholstered in leather. The upper floor, the walls of which are eighteen feet in height, contains a gymnasium room, forty five by twenty-four feet, which will also be utilized for special club meetings; and in the rear is a commodious committee room, a room for the janitor, and bath and toilet apartment.

The cut at the head of this article is kindly loaned us by the proprietors of *Outings*, and was originally used in an illustrated article on the house in the March number of the magazine.

#### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Sing "Bah!" to the Dictionaries.

*Editor Bicycling World:*—Though I can ill-afford to halt for even a half hour in my life and-death chase after 3,000 dollar subscribers (to-night's total is 2,626), I feel bound to write a public expression of the same sincere regret which I expressed to him privately, that Mr. J. C. Dalton should repudiate "the *or* termination," which the first edition of his book helped to fix as good usage, and should now array his second edition on the side of "the slangists."

In his note to your yesterday's paper, he says, that, "as he is no scholar himself, he is content generally to follow our excellent dictionaries"; and he seems to have no conception of the truth that his own little book called "Lyra Bicyclica," is entitled to more weight in this particular matter than all the big dictionaries combined. That is the exact truth, however, as I look at it; and that is why I am so sorry to see him throw the book into the wrong side of the scale.

Bless your modest soul, Mr. Dalton! but the dictionary revisers don't make the language for us! Their proper business is to discover how the new words are really used by the people who are best entitled to fix the usage of them, and

then to record the fact of that usage.

There is something vastly comic in the idea of a man's seriously bowing down to a fetish of "rules," in regard to such a conglomerate of contradiction as our "English language as she is spoke." No effective "rule" but usage can in fact exist; and if the revisers of the recent editions of Webster's and Worcester's dictionaries, which first recognized the existence of the bicycle (itself an impossible word under the rules), had happened to consult Mr. Pratt or myself as to the best current usage of its derivatives, "bicycler" would now be found in those big books in place of the slang "bicyclist." To simply say that we were "quite as competent" to truly report the best usage as were the particular set of literary hacks whom the publishers did in fact chance to hire for that purpose, would be damning us both with very faint praise, indeed!

"It is as useless to dispute about tastes in words as in other things" I said in your paper of 20 March; and I have no quarrel with anyone whose taste leads him to say "skatist" for skater, "walker" for walker, "cyclist" for cyclist. But when Mr. Dalton denies that the choice between such words is a matter of taste, and solemnly swears by the dictionary—not because he likes the "ist," but because he feels the need of "authority," I bethink me of the quill-drivers in publishers' back offices who make "authority" to order; and I smile a smile.

It was Richard Grant White, if I rightly recollect, who said, in defending the use of the word "trousers," that "only gents wear pants." I will not presume to say, however, that only gents are cyclists; nor yet that a gentleman *always* says "cyclist" or "wheelman" when referring to a rider of the wheel; but I do insist that a "gent." in making such references, will say "cyclist" or "wheelist" every time.

KARL KRON.

WASHINGTON SQUARE, N. Y., 28 March.

#### The Flying Start.

*Editor Bicycling World:* In my recent communication regarding the proposed new racing rules for American professionals, I forgot to state that there would be provisions made for starting (flying), which already exist in the National Trotting Association rules, but which seldom are put in force. That is, if a man should wilfully refuse to score up even with his competitors, or work ahead more than a certain number of times, the judges will have authority to rule him off the track. You said, in your editorial remarks, that distance handicaps would be no new departure, as they already exist in the League rules. If so, why are they not used, instead of the time handicap.

Your recent editorials regarding the paid amateur, commonly known as the semi-professional, gives great satisfaction to the people, who have been the suffer-

ers by his depredations. The entire press of America will see as you do when it is too late. Keep sounding the note of alarm, and cry: "The paid amateur must go."

SPOKES.

MOBILE, ALA., 27 March, 1885.

#### "Down East" for 1885.

MR. F. A. ELWELL, so well known in cycling circles as a promoter of "down East" and "Bermuda" tours, is now arranging for a tour next summer to Moosehead Lake and Bar Harbor, Me. The trip is designed to furnish an outing for those wheelmen who wish to visit Maine's two most noted summer resorts, and take a leisurely stroll on wheelback in pleasant company over her hills and through the beautiful valley of the Penobscot. As Moosehead Lake is over 1,000 feet above the sea level the tourists will be gradually going down hill while on their wheels. It is intended to have a four-horse coach accompany the party, which will allow a limited number of non-cycling friends of the tourists to accompany them. Luggage will be packed inside the coach, and the friends will ride on top. A brief outline of the tour is as follows:—

Friday, 27 July, leave Boston on evening train, and reach Kineo House Saturday afternoon. Afternoon and evening spent in social recreation, and sailing on the lake by moonlight in birchbark canoes, in charge of Indians.

Sunday, 19 July, spend day in climbing Mount Kineo, taking it easy.

Monday, 20 July, sail down lake to Greenville, mount wheels and ride to Monson, dinner half way. Spend last part of day visiting the great slate quarries here. Spend night in Monson.

Tuesday, 21 July, ride to Dexter (sixteen miles) dinner half way. Dexter is a thriving and lively village, and here there will be a dance in the evening.

Wednesday, 22 July, from Dexter to Bar Harbor are good country roads, and this day tourists will reach Bangor (thirty miles). Social reception in the evening by the Pine Tree Bicycle Club.

Thursday, 23 July, morning run to Pushan Lake or the Indian Village of Oldtown. Races in the afternoon at Maplewood Park by the Pine Tree Wheel Club. Ball at Music Hall in the evening.

Friday, 24 July, ride to Ellsworth (thirty miles), dinner half way.

Saturday, 25 July, ride to foot of Green Mountain (twenty-three miles); take railroad and ride to top of mountain. It has not yet been decided whether to remain here over night for the sake of the sunrise and sunset, or whether to descend Saturday afternoon and spend the night at Bar Harbor.

Sunday, 26 July, visit on wheels the various points of interest. Roads are good.

Monday, 27 July, steamer for Portland,



repeating the beautiful sail taken by the "down East" party last Fall.

The total wheeling distance will be one hundred and fifty miles, and, reckoning from Boston, the trip will occupy eleven days, and cost about \$30.

#### Thomas Stevens.

Mr. Thomas Stevens will resume his trip around the world on the 9th inst. when he will sail from New York for Liverpool, on the "City of Chicago." From Liverpool he will start 1 May. Regarding his preparations and plans he says:—

"I shall ride a 50-inch Expert Columbia. I shall use the best long distance saddle; shall carry a change of clothing, a light rubber coat, and writing materials, all securely fastened to the machine. I shall depend upon purchases en route for needed supplies.

"I shall wheel from Liverpool to Dover, sail across the straits of Dover, land at Calais, wheel to Paris, through France and Germany to Vienna; through Austria and Turkey, and via the valley of the Danube, to Constantinople; cross over to Scutari, in Asiatic Turkey, touching at Erzerum and other points in Persia. I expect to reach Teheran, the capital of Persia, some time in the Fall. I shall probably winter at that city or at Bokhara, Turkestan. I hope to resume my journey early in the spring. I shall wheel into the Chinese empire, and attempt to go through the empire, via the valley of the Yang-Tse-Kiang, to Shanghai. I may be obliged to materially change this course, for we have no authentic guide, or the definite experiences of travellers, to work out the probable reception of the natives, or many unforeseen difficulties. After crossing the Chinese empire, I shall proceed to Japan, and there shall end my wheel ride, having made the entire land journey around the globe on a bicycle. I shall take steamer for San Francisco, and probably stop over one steamer at Sandwich Islands."

The trip will take eighteen months, and the entire distance travelled will be 13,000 miles. Mr. Stevens travels as the representative of *Outing*, and will contribute his experiences to that magazine in a series of illustrated articles.

We hope Mr. Stevens will accomplish his undertaking; but the truth remains that there are one thousand chances of failure to one of success. No European has ever accomplished the task of penetrating China from East to West, and if Mr. Stevens succeeds he will win a triumph of no small importance outside the wheel world, as well as in it.

#### Recent Patents.

The following list of patents, recently issued, relating to bicycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 253 Washington Street, Boston:—

No. 313,863. Tricycle. Charles F. Hadley, Chicopee, Mass., assignor to

the Overman Wheel Company. A two-speed gear mechanism.

No. 314,013. Treadle motion for velocipedes. Geo. H. Griffiths, New Rochelle, N. Y.

No. 314,142. Bicycle saddle. T. J. Kirkpatrick, Springfield, Ohio.

No. 314,160. Velocipede. C. L. Work, Philadelphia, Pa., assignor to Pope Manufacturing Company.

No. 314,236. Tricycle. H. J. Gormley, Boston, Mass.

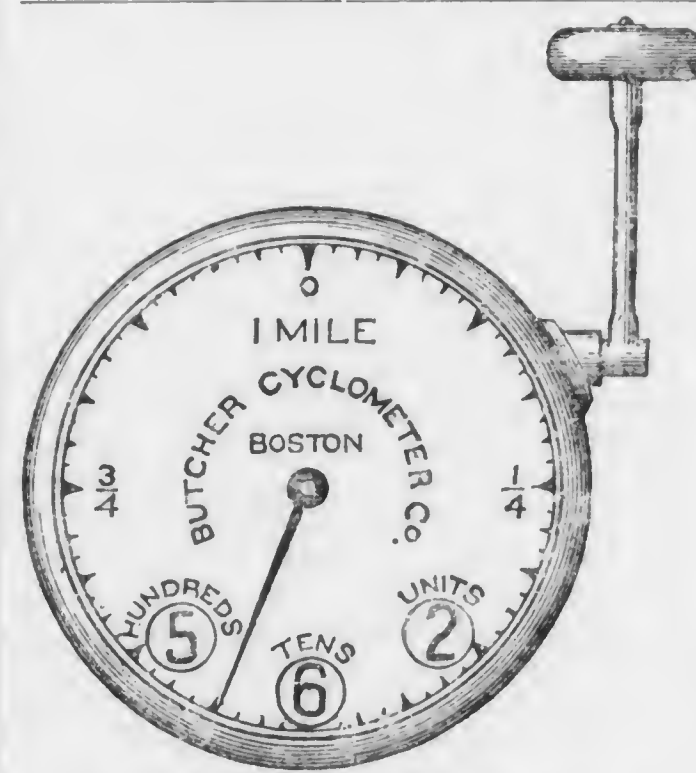
No. 314,335. Bicycle. Chas. Johnson, San Francisco, Cal.

No. 314,491. Wind-guard for bicycle boats. Jas. Thompson, Boston, Mass.

#### Reissue.

No. 575. Tricycle. C. E. Hennig, Paterson, N. J. Original patent dated Jan. 10, 1885.

#### MANUFACTURE



The Butcher Cyclometer, No. 2.

MANUFACTURED BY THE BUTCHER CYCLOMETER COMPANY, BOSTON.

THE Butcher Cyclometer Company feels that it has a perfect registering machine in its No. 1 cyclometer, but at the same time it recognizes the demand for an instrument less expensive. In recognition of this demand, it now comes forward with a No. 2 cyclometer, which can be sold for \$5.00, and which is no less correct than the No. 1, for the action is positive and never failing. Mr. Butcher experimented with the gravity action, but discarded the idea after a series of tests which convinced him that it was unreliable. He then went to work for a positive action, and the result of his labors is shown in the cut above. The cyclometer is attached to a spoke at the hub, and the projecting finger is deflected at every revolution by contact with the fork. A rubber wheel terminates the finger, and its rim is the point of contact with the fork. The action is noiseless. By the deflection of the finger the internal machinery is set in action, and the main wheel is moved one tooth forward. Whichever way the wheel goes, the count goes forward. The large hand

makes one circuit for the mile, and the limit is nine hundred and ninety-nine miles. The principle of action is the same as in the larger cyclometer, and the company assure us that it will be no less accurate.

#### The Trade. A NEW FIRM.

W. B. EVERETT, who is to beat the head of the new firm of W. B. Everett & Co., which will be the American agents for Singer & Co., sailed for this country on the "Aurania" the first of the week. The firm will locate at the store formerly occupied by the Cunningham Company, and familiarly known as "bicycle corner," where may be found, almost as soon as this reaches our readers, a full line of samples of Singer's machines. A few changes in the machines are to be noted. The British Challenge is greatly improved over those hitherto sold in this country. The tread has been narrowed an inch and a half; the spokes are put in differently; steel hubs are used, and cow-horn handles will be fitted, and ball pedals furnished with each machine. The Apollo bicycle is a light, hollow-rimmed, tangent-spoke machine. The spokes are single, and there is no sudden bend where fixed into the hub. The Challenge Safety is made with 40-inch driver, and has an adjustable saddle and handle-bar. There is a good deal of rake, and it can be said that it is a real safety. The National, under a new name, with weldless, tube forks, cow-horn handle-bar, and ball bearings, will be put forward as a first-class machine, at a low price.

Several good tricycles and a tandem of the Club pattern, children's machines, and carriers will render the stock of the new firm exceedingly complete and attractive. We doubt not that Mr. Everett's numerous friends and acquaintances will look him up at his new place, and give him substantial encouragement.

HENRY GOODMAN & BROTHER, have issued the score card at every bicycle tournament of importance for several years. They hold a copyright on their card, and they pay liberally for privileges. In another column will be found their advertisement.

We have just received the new catalogue of the Surrey Machinist's Company, the well known makers of the famous Invincible bicycles and tricycles. To this company belongs the honor of first introducing the type of bicycle which is to-day so popular, and on its machines Cortis commenced the era of record breaking. It is to be regretted that the Surrey people have no agents in this country, for their machines are among the best and most scientifically constructed on the market. Among its novelties is a tricycle similar to the Ranelagh Club, which, built for racing, weighs but forty-five pounds. Its Tandem weighs only ninety pounds, while the Invincible Sociable, with inch tires, scales



Send Stamp

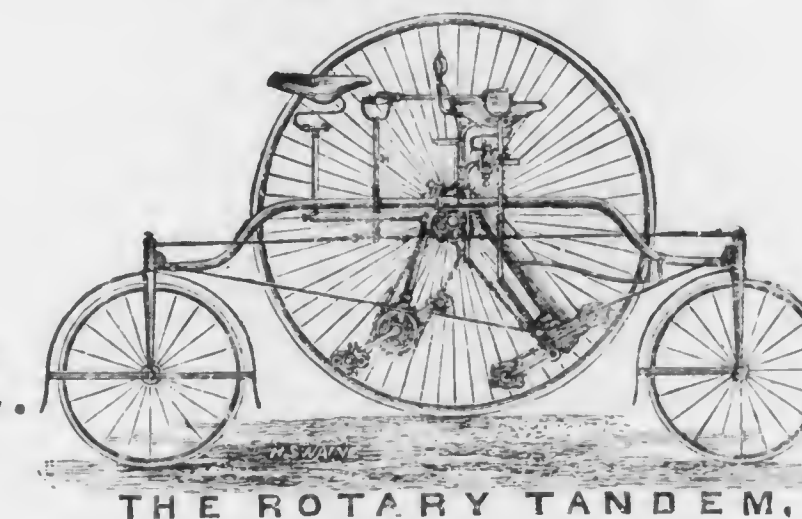
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CATALOGUE.



THE ROTARY TANDEM.



RUDGE SAFETY.

THE RUDGE SAFETY,  
Stoddard, Lovering & Co.  
Boston, Mass.



RUDGE RACER.

THE RUDGE,  
Stoddard, Lovering & Co.  
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A few shopworn and second-hand machines in stock at low prices. Send for list.

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NOTE THIS CUT!

A TRUE REPRESENTATION

ROYAL MAIL

Light Roadster. 36 lbs.

And examine the Wheels at our Warerooms. Invoices now arriving by each week's steamers.

A RIGID, SUPERBLY BUILT BICYCLE.

We confidently offer it as the Highest Quality Wheel in the market.

WM. READ & SONS,

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SOLE AMERICAN AGENTS.



Send for 1885 Illustrated Price List.

NOW READY!

IT TELLS ALL ABOUT THE

FACILE,

and contains a concise and clear explanation of so-called "Speed Gear," as applied to the Facile and other machines.

MENTION THIS PAPER.

J. WILCOX, Agent and Attorney,  
15 PARK PLACE, NEW YORK.

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BICYCLE and TRICYCLE

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YOU CAN BUY A  
**NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
Send for descriptive price list and mention this paper.

**S. T. CLARK & CO. - - - BALTIMORE, MD.**

one hundred and ten pounds. Mr. Smith, the manager, is a practical rider and racing man, and we think the company's work can be depended upon.

SEVERAL of our prominent racing men around Boston have been riding the Rudge Safety, and find that on the road it fully equals the speed of the ordinary bicycle.

WHITTAKER, the holder of the one hundred mile road record, has discarded his ordinary mount for a thirty-six inch Rudge Safety, geared to sixty inch.

GIDEON HAYNES, of Buffalo, is in town. He has severed his connection with the cycling firm of Bull & Haynes, and for the present will be located in Boston. Mr. E. N. Bowen has purchased the interest of Mr. Haynes, and the firm will be Bull and Bowen in future. The firm will continue to make and sell their specialties, and they will represent Stoddard, Lovering & Co., as agents for the Rudge machine.

THE Pope Manufacturing Company has presented the Harvard Athletic Association with a Columbia bicycle home trainer, to be used in the Hemenway gymnasium.

THE greatest compliment the Star has had for many a day is the action of the Citizen's Club in barring it out of the Safety race, and their assertion that several entries have been received on condition that the Star be barred.

#### Our Cartoon.

WE this week draw upon the resources of our artist to represent more graphically than we could with our prosaic pen, the state of the cycling sport. Cycling of to-day shows vast changes in the styles and types of machines over previous years, and though the modern bicycle still holds the lead, and "means to keep it," other wheels are giving a new character to our sport. The general varieties our artist has faithfully represented in a way that will, we trust, prove attractive to the supporters of the BICYCLING WORLD. The portraits are each and every one faithful likenesses of well-known wheelmen.

#### Exotics.

It is said that Sellers will not race this season, — at least not in England.

THE editor of *Wheeling* shows his caddish nature by the ugly way he takes umbrage at some criticisms which have appeared in the *WORLD* and the *Springfield Gazette*.

WE wonder who Uncle Sam is, who does the "Stars and Stripes" for the *Bicycling News*.

KARL KRON has made an onslaught upon the English cycling papers, and the way he is regarded is at least amusing.

TATTLER in the *Bicycling News*, says in regard to the famous Xm. "I sincerely hope it will be a success; otherwise poor Karl will, in all probability, find him-

self in a lunatic asylum. He has been, for the past two years, in the habit of writing to nearly every one at all known in the cycling world, letters of such prodigious length, that if printed would have each almost filled a column of the *Times*. I've had a few which have taken a week, at least, to read, and in order to remember where I left off it was necessary to make pencil marks. I wish I had a tenth part of Karl Kron's energy."

"HUMBER, MARRIOTT & COOPER" is now Humber & Co. A rumor to the effect that the firm would sell out is contradicted officially. The only change that will be made will be the enlargement of the works at Boston.

THE Easter races at Wolverhampton will bring out all the cracks. Howell, Keen, James, DeCivry, Battensby, and others are down for the one-mile championship.

FRED WOOD is riding a tandem with a companion. He carries his arm in a sling, and rides only to keep his legs in form.

#### CURRENTS CALAMO

##### The Season's Mount.

EARLY in the springtime,  
While the March winds blow,  
Cyclist's thoughts are wandering,  
Sadly to and fro;  
And he ever sitteth,  
Studying in zeal,  
On one question ever, —  
"What this season's wheel?"

"If I buy a new one,  
What, must I resign?  
Sell I not my old wheel,  
No new mount is mine!  
But if I can compass  
All my heart's desire,  
I shall surely purchase  
Steed of steel and wire.

"Shall it be a Victor,  
Elegant of mold,  
Or shall others test it,  
Till a season old?  
Will a Rudge best suit me?  
Popular and light,  
It has proved its virtue,  
Winning in the fight.

"Light and strong and graceful  
Is the wheel called Yale;  
Like its English brother,  
Seldom known to fail;  
And the light wheel Spalding,  
Like the Victor, new;  
Wait I until others  
Shall have tried that, too?

"Winner of great races  
Is the Royal Mail;  
With strong feet on pedals,  
Likely to prevail;  
Elegant in contour,  
Is the Sanspareil,  
Run by a good cyclist,  
Surely will do well."

"Not so light as these are;  
Others are as good  
On the common roadway,  
By the hill and wood;

Stanch and very faithful  
Are Expert and Club,  
Challenge, too, and Harvard,  
Vie in many a rub."

"Wheels that cost less money  
Than the ten I name,  
Do their duty truly,  
Winning less of fame;  
And a host called Safety  
(Strange and wondrous thing),  
To the halting cyclist,  
Many choices bring."

"Kangaroo, not pretty,  
In design or name,  
Rudge, and Club, and Challenge,  
Take wise seeking fame.  
Is the best the Facile?  
Or the pony Star?

I am wholly non-plussed  
When I seek so far."

"Give me back my old wheel;  
It is strong and true;  
It has failed me never,  
And I love it too!  
I will never sell it,  
While it's firm and strong;  
More than friend, 'tis faithful;  
I will keep it long!"

L. H. F.

THE League of Essex County Wheelmen will hold its fourth annual meeting at Beverly on Memorial day.

IT is very lucky that no wheelmen met "Old Prob" last Sunday. We think there would have been a murder.

FAST-DAY was captured by the elements. Last Saturday was full of promise for the holiday, but the snow softened everything but the expression of those who wanted to ride.

THE L. A. W. committee of rules and regulations has decided that the proper construction of the rules will not permit the charge of \$1.00 as dues for the six months preceding the new L. A. W. year. The constitution calls for annual dues of \$1.00, and the committee construes this to mean \$1.00 for a full year.

WE are authorized to say that Mr. Aaron will accept the position of secretary of the League. This will get the association out of what promised to be a dilemma.

AND now the League talks of a uniform of its own. Some years ago a uniform was adopted, and a price agreed upon with a Boston house, but neither the League nor the clothier have kept the matter before wheelmen, and the thing has gone by. President Beckwith has been working in the matter, and the result of his labors will soon be known. A contract will be made to furnish a special cloth, and official tailors will be appointed as soon as the cut is settled upon. Photographs will be prepared, so that individuals who prefer to have their uniforms made by their own tailor can do so.

THE Association of Missouri Wheelmen was formed by the wheelmen of Missouri,



who saw no hope for active work by the League in that State, and who thought it would be for the best that they should have a little association all to themselves, which should bend its energies and spend its money for the protection of the rights of wheelmen in Missouri, and for the development of the sport in that locality. The association is justifying the ideas which gave it birth, and is proving its right to live. A correspondent writes us: "We have succeeded in getting the three leading railroads running into the city (St. Louis) from the West to haul gravel at cost for the towns, and a number of the roads are being gravelled. In conjunction with the road commissioners of the county, we are putting up signs at all cross-roads, and will probably issue a hand-book soon. We shall reduce our dues to fifty cents at our next annual meeting."

THE *Bicycle South* has been refused entry in the mails at second-class rates on the ground that it is a private advertising medium. The *Cycling Record*, of Philadelphia, has been excluded on the same grounds.

THE demand for club cloth of the C. T. C., for the week ending Saturday, 28 March, reached six hundred and fifty yards, being the largest quantity sold in one week since the American Division was formed. The Lamoille Mills, where this cloth is woven, is not a corporation, but an old-fashioned proprietary concern, which has been in the same hands for over twenty-five years. During all this time not one ounce of cotton has been used within its walls for any purpose whatever. Even cotton waste for machinery purposes is not tolerated, silk noils being used instead. The Lamoille motto would seem to be, "There is nothing like wool."

WHEELMEN who have lost their amateur status at polo, can hardly expect to be reinstated by the League. Every sport should have its authorities for this sort of thing, and they should do the work.

THE SOUTHERN CYCLER has put on a tinted cover. The March number is a good one.

SHREVE, CRUMP & LOW, of Boston, have been awarded the contract for cutting the die for the League medal. The design is a flying wheel surrounded by the words "League of American Wheelmen," and the border has a wreath of laurel. The medal will be simple in its style, but very tasteful and artistic. The bar from which the medal depends will bear the distance representing the championship and the year.

#### The Influence of Animal and Vegetable Oils on Machinery.

SINCE mineral oils have come into use for lubricating purposes their manufacture has reached such perfection that their general adoption in preference to any animal or vegetable oil is only a question of time. The advantage derived from the

use of good mineral oil is so decided, that every one who possesses any technical knowledge must be convinced of the same. Mineral oils are not fats, but hydro-carbons, and are obtained from the natural crude oil after the volatile or light oils have been removed. Fats, however, whether animal or vegetable, whether in a fluid or solid state, contain not only hydro-carbon but also oxygen, and represent a union of organic acids, called fat acids, with oxide of glyceryl. The greatest possible difference, says an American contemporary, exists between mineral oils and those just mentioned—viz., animal and vegetable—they having in fact nothing in common, except they are both greasy to the touch. It is, therefore, unreasonable to ask what amount of fatty substance a mineral oil contains because in its purest and most useful state it should not contain any fatty matter. Mineral oils of proper specific gravity lubricate as effectually for a lengthened period of time as vegetable or mineral oils when freshly applied. The lubricating power of mineral oils increases in proportion to their specific gravity; therefore, on all heavy machinery, where friction has to be overcome under great pressure, the heaviest oils should be used. Mineral oils which are properly manufactured, and, consequently, free from gum and acid, retain their lubricating power unchanged in all temperature, so long as there is any oil on the bearings. Vegetable or animal oils, however pure they may be, gradually lose their lubricating power, owing to their combination with the atmospheric oxygen, which causes them to become thick, gummy, and finally dry, thus necessitating the frequent and thorough cleaning of bearings and shafts. Mineral oils have no tendency to oxidate, and consequently do not gum or dry. Of course we only speak here of the heavy oils, the oils of small specific gravity being unsuitable for lubricating purposes. Vegetable and animal oils chill and become solid with slight cold, while mineral oils remain liquid in the coldest weather, severe frost causing them to become somewhat thicker, but never solid. The principal reason, however, why animal and vegetable oils should be superseded by mineral, is the destructive effect of the former on the iron parts of machinery. There are various causes for this. As already stated, fats consist of glyceryl. This combination, by the action of water or steam, becomes decomposed, setting free the oxide of glyceryl. (It is in this manner, and based on this theory, that stearine is manufactured.) The same decomposition also commences, though slowly, in ordinary temperatures, through contact with the atmospheric moisture. The acids thus generated exercise a corroding influence on the iron, forming what is called metal soap. The iron gradually becomes porous and in time is destroyed. To this injurious influence all parts of machinery are subjected, whether they come in contact with steam

or not. The affinity of oxide of iron to the acids of fat is so great that, chemically speaking, the iron corrodes immediately it is brought into contact with fat.—*Oil and Colourman's Journal*

#### Popular Mistakes.

SINGER & Co.'s new catalogue contains a list of "popular mistakes," which are so aptly put that we reproduce them:—

1. That a large wheel or a very light machine goes fastest.
2. That bicycles go twelve to fifteen miles an hour (eight to eleven is more correct; tricycles about two miles less.)
3. That it is the machine that wins the race.
4. That certain makes weigh thirty-five pounds, because the maker and rider say so.
5. That another make weighs fifty pounds, because it is supposed to do so.
6. That it is possible to make a machine any desired weight, except on paper.
7. That material can weigh less than sixteen ounces to the pound in bicycles or tricycles.
8. That all *polished* metal is steel.
9. That a machine costing little is cheap.
10. That an alteration is necessarily an improvement.
11. That dogmatism implies knowledge.
12. That the mechanical laws relating to power and speed do not apply to bicycles and tricycles.
13. That the hands and arms are not fully employed, and that levers would increase their power.
14. That a nickel plated machine requires no attention whatever.

#### RACING NEWS

The Citizens Club has secured the services of N. E. Kaufman, champion fancy rider of England, who does the unicycle act and many well-known tricks. It will be a good chance to contrast the fancy riding of the two countries, for Maltby will be there.

ROLLINSON is out of jail, and has issued a challenge for the championship of the Pacific Coast.

MEMBERS of the Hartford Bicycle Club state that their tournament this season will far surpass that of last year. It will be for two days.

WOODSIDE thinks he can ride twenty miles within the hour, and wants the Springfield Club to give him an opportunity to attempt the feat.

THE \$1,500 Columbia cup offered to the winner of three successive twenty-mile races will be competed for at the races of the Yale College Bicycle Club, at New Haven, 29, 30 May.

THE two-mile race between Jay Hin-

man on a bicycle, and Ami La Fontaine on roller skates, attracted a large crowd to the Casino rink last week. The race was very interesting and exciting, inasmuch as the contestants appeared to be pretty evenly matched. At the close of the race Mr. Hinman was announced as the winner. The prize was a gold medal. The track was fourteen laps to the mile, and the start was made with one at one end of the rink and the other at the other. Hinman rode a 54-inch Standard Columbia.—*Oshkosh (Wis.) Exchange*.

JOHN S. PRINCE and W. J. Morgan have been offered a nine-weeks' engagement at a remunerative salary by the Gull State Fair Association to give races, bicycle against horses, at the different fairs throughout the circuit.

THE Buffalo Bicycle Club is to construct a special quarter-mile track for the League meet races.

THE members of the Chemeketa bicycle Club, of Salem (Oregon), are building, in the west end of Wilson's avenue, a seven lap cinder track, and will endeavor to make it a first-class race course. A meet is talked of as soon as it is in fit racing condition.

THE Cleveland Athletic Park, where last year's meet of the Ohio Division L. A. W. was held, has been improved, and the one-quarter mile cinder track is now the best in the State. The arrangements are very good, and include space for base ball, polo, lawn tennis, croquet, and other outdoor games. There are convenient dressing rooms under the grand stand, with a shower bath and stalls for storing wheels. The membership is large and constantly increasing.

THE Springfield Bicycle Club will give a tournament in Hampden Park, 30 May. The races will be open to all amateurs except the fastest, but the design of the meet is chiefly to call the wheelmen of the Connecticut valley together, and give the clubs' committee practice in managing races. There will be seven or eight events, probably, for distances from half a mile to five miles, for the various kind of cycles. Some will be class races, and it is intended to bar out such men as Hendee and Parsons, giving the slower men a chance. The track will be put in the best of condition for the occasion.

JOHN S. PRINCE, who is confident that he can cover 1,300 miles in six days and six nights, expresses a desire to ride the bicycle for a week against William Donovan on roller skates. Prince says he would be willing to concede the championship skater three hundred miles start.

THE Ramblers' Club of Buffalo is talking about a fifty mile road race for the championship of Western New York, which will probably take place 30 May, from Buffalo to Corfey and return.

THE "Cits" have engaged W. S. Maltby, the unicyclist for their race meeting. Maltby is the only rider who gives the one wheel act without forks or handle bar.

THE Louisville Wheel Club will hold a tournament at Louisville, Ky., 27 and 28 May.

THE HARVARD BICYCLE CLUB will not hold a tournament this season. The faculty are a little too severe in their demands regarding the arrangements.

AN entertainment for the benefit of the Fort Schuyler wheelmen was given at the Casino, Utica, N. Y., 27 March. The programme consisted of a drill by the club, fancy riding, and a race on skates. The proceeds of the affair will be used in providing attractions for a grand tournament at the Driving Park on 30 June and 1 July. The tournament will be open to all comers, and the club proposes to offer inducements which will make it an object for some of the best bicyclists in the country to enter.

ST. PAUL, Minn.—The St. Paul Club had a tournament 17 March. The programme as carried out was as follows: Drill by picked men from the St. Paul and Minneapolis clubs. One mile race: F. W. Ramaley, 1st.; S. F. Heath, 2d. Five-mile race between the two war horses, John Nicholson and Grant Bell. This race was won by Bell. Nicholson led for sixty laps, when his wheel slipped from under him, compelling him to withdraw from the race.

FOSTORIA, Ohio.—A hundred-mile contest occurred 20 March, at the Casino Rink, between six members of the Fostoria Base Ball Club, and two members of the Bicycle Club, the former to run on foot against the latter two on their wheels. The race was begun early in the morning. At noon it was decided to make the race eighty miles, which was completed at 8.30 at night, the runners winning by twenty-four laps, or more than a mile.

MOBILE, Ala.—John S. Prince, and W. J. Morgan, gave races 22 March, a crowd of over 2,000 people being present.

The first event on the programme was the two-mile race between John S. Prince and the pacing horse, Black Charley. The horse won by a yard. Prince then gave Morgan seventy-five yards in the mile, and won the race by five yards in good time. The half-mile race for the local flyers brought out three boys, who struggled for supremacy, and a silver medal presented by Prince. Mr. Collins won.

PENSACOLA.—John S. Prince, the champion, defeated the fast trotting horse "Douglas," owned by Col. Tarble, record 2.20, in a five-mile race at Pensacola, Florida, Friday, 27 March. One thousand people witnessed the race, which was of the most exciting character. The horse led for four and one half miles, when Prince put on his famous spurt, and running the last half at a 2.44 gait, he won by five yards, in 16.28. The crowd carried the champion on their shoulders. W. J. Morgan raced against the roadster horse "Kingfisher," and came out with honors even, winning first heat of one

mile, the horse the second heat; the last being a dead heat. Mayor Harvey acted as starter.

#### WHEEL CLUB DOINGS

A NEW club was organized at Maynard, Mass., on the 27th inst., the following officers being elected for the ensuing year: W. H. Gutteridge, president; F. H. Salisbury, secretary and treasurer; W. H. Cropper, captain; W. E. Reeves, lieutenant.

THE old question of helmet 7. cap is to be again fought out at the next meeting of the Massachusetts Club.

THE first annual concert, exhibition, and ball of the Rutland Bicycle Club will be held 10 April. Upwards of one thousand invitations will be issued.

RUMOR states that the Toronto Wanderers, the largest club in the Canadian Wheelmen's Association, is to withdraw from that organization, and join the L. A. W.

SALEM, Oregon, has a club, which rejoices in the name of "Chemeketa."

THE Roxbury members of the Massachusetts Bicycle Club have been presented with a road map of the city and vicinity. The map is to be placed in L. A. W. Consul Savell's drug store, on Walnut avenue, where it is at the service of all wheelmen.

THE Simcoe (Canada) Bicycle Club has elected the following officers for 1885: Hon. president, G. W. Wells, Esq.; president, W. S. Perry; secretary-treasurer, W. E. Tisdale; captain, W. Y. Wallace; lieutenant, A. W. Donly.

THE Dorchester Bicycle Club has secured new quarters in the Odd Fellows' building, on River street.

THE Somerville Cycle Club will give a minstrel entertainment at Welden Hall, Winter Hill, Thursday evening, 9 April.

CLEVELAND TRICYCLE CLUB.—Officers elected 23 March. President, H. D. Sizer; captain, C. H. Potter; secretary and treasurer, J. H. Collister. The club starts out with five members, and six applications have already been received.

RANDOLPH, (N. Y.)—Officers elected: President, William L. Rathbone; vice-president, Crowley Wentworth; secretary, Percy C. Adams; treasurer, Frank L. Seager; captain, O. M. Jeffers; first lieutenant, Charles C. Thompson; second lieutenant, Fremont H. Fisher.

The sum of \$5.00 was appropriated for the benefit of the Bartholdi Statue Pedestal Fund, and the secretary was instructed to transmit the same to the N. Y. *Daily World*. This club claims "first blood" for the above fund (i. e., among bicycle clubs), and hopes that the example thus set may be followed by all the athletic clubs in the United States, especially the richer associations.

Since the formation of this club it has



been a strictly League club, but this year that part of our constitution was changed with a rush, not a vote against it. The club considers that the L. A. W. has broken from its original moorings, and developed into simply a vast racing organization, and as we have n't a racing man in our club, we quietly retire. Had the League adhered to its original purposes of touring, protection of its members, advancement of the sport, etc., etc., we should have "stuck," but where we have heretofore sent the League fifteen names, we shall now probably send in but three. The coming year will probably develop some important changes in the League affairs, and we shall watch them closely, hoping that things may be straightened out satisfactorily and result in the "greatest good to the greatest number."

Respectfully,  
PERCY C. ADAMS, Sec'y.

K. C. W. — The fourth annual meeting of the Kings County Wheelmen, was held at the new club-house, 159 Clymer street, Thursday evening, 19 March, when the following officers were re-elected: Robert F. Hibson, President; Thomas B. Hegeman, vice-president; A. C. D. Loucks, secretary; Chas. Schwalbach, treasurer; E. Pettus, captain; E. F. Fisk, 1st lieutenant.

#### 'CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, P. O. Box 429, New Haven.  
Illinois. — L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts. — F. Alcott Pratt, 31 Chestnut street, Boston.  
New Hampshire. — W. V. Gilman, R. C., Nashua.  
Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.  
New Jersey. — L. H. Johnson, Orange, N. J.  
New York. — Dr. A. G. Coleman, Canandaigua.  
Ohio. — Alfred Ely, 873 Prospect street, Cleveland.  
Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): C. L. Palmer, 274 State street, Albany, N. Y.; B. Hendrickson, Medina, Ohio; Dr. G. F. Brooks, 49 Dove street, Albany, N. Y.; W. E. H. Marsh, Galt House, Cincinnati, Ohio; George R. Neville, 206 Hudson avenue, Albany, N. Y.; A. D. Prince, Simpson street, Lowell, Mass.; H. D. Sizer, 1032 Wilson avenue, Cleveland, Ohio; W. C. Kidd, 33 Cheshire street, Cleveland, Ohio; C. H. Penfield, 66 Ontario street, Cleveland, Ohio; W. G. Clark, Greenwich, Mich.; H. J. Trudden, 76 Orange street, New Haven, Conn.; F. W. Parsons, 490 Delaware avenue, Buffalo, N. Y.

APPOINTMENTS. — Consul for Troy, N. Y., W. L. Gardner, 38 North 4th street; consul for Springfield,

Ohio, R. A. Worthington, 120 West High street; consul for Medina, Ohio, Blake Henderson. Hotel headquarters for Bozeman, Montana Territory, the Eastman House.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal, N. B. — Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

EDWARD F. HILL. — Thanks. The "sketch" is very good. Sorry to hear that you are unwell, but trust a little cycling will soon put you in good trim.

KARL KRON. — We re-mailed it as directed.

IMPORTER. — Reckon about \$8.00 to the £, and this would give you the price in America.

H. F. — The steam bicycle is not in the market.

J. S. G. — Will look up the record. We think the race is a very stupid one, and we do not think it has advocates enough to get a championship established.

RACER. — The professionals start with one foot on a stool, and have no assistance at all.

W. LEAM N. — You can use Ardill's or Julius Wilcox's enamel. Used like ordinary paint, and easily applied.

SAMPLE. — We make not more than three postings a week. Applicants for samples and back numbers must not expect them by return mail.

W. C. — Will send sample copy if he wishes. We are content to let a man base his judgment on a sample of the goods we sell.

S. B. — We think very few will go from here; the national holiday will keep them at home.

J. WILCOX. — We know that it is settled, and have no need to question.

ALASKAN. — We have no doubt the machine will prove strong enough for your weight. As to size, if you can, as you say, reach perfectly well a 52, why ride any thing smaller? your height has nothing to do with it. Pick your bicycle as you would a pair of trousers. Consult some good man in the trade as to size, and if possible, try the different sizes.

#### FIXTURES

- 17 April: Second annual race meeting Citizens' Bicycle Club, New York. Kickerbocker Rink, New York City.
- 30 April, 1 and 2 May: Tournament of the Memphis, Tenn., Club.
- 23 May: Races by Ramblers Club, of St. Louis, Mo.
- 27 and 28 May: Tournament of Louisville (Ky.) Wheel Club.
- 29 and 30 May: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.
- 30 May: Illinois State Division L. A. W. meet and tournament at Chicago.
- Race meeting by Springfield (Mass.) Bicycle Club.
- Tally-ho run of Boston Club to Wellesley.
- Road race of Buffalo (N. Y.) Ramblers.
- 13mi road race to Yonkers (N. Y.) and beyond, fifty miles.
- 17 June: Tricycle picnic in the woods at Readville, by Boston Club.
- 30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.
- 3 and 4 July: Annual meet of the L. A. W. at Buffalo, N. Y. Race meeting of Bartholomew County Wheelmen at Columbus, Ind.
- 4 July: Races at Boston, Mass.
- 6 July: Big Four Tour starts from Buffalo, N. Y.
- 20 and 21 July: Ohio State Division L. A. W., meet and tournament at Springfield.
- 27 and 28 August: Cleveland (Ohio) Club, annual races.
- 8, 9, and 10 September: Tournament at Springfield, Mass.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 52-inch American Rudge bicycle, new, never been used, dropped handle bars, nickel-plated and painted, will sell for \$100 cash. Address HARRY H. BROWN, Wappingers Falls, N. Y.

FOR SALE. — 60-inch Rudge, light roadster, enamelled, with bill pedals; new last season, and in excellent condition, \$115. 54-inch American Rudge, new last season, practically a new machine, \$85. 58-inch full-nickelled Expert, condition fair, \$85. Address C. E. TITCHENER, Box 85, Binghamton, N. Y.

FOR SALE. — Columbia tricycle for \$125; but little used, and in first-class order; may be seen at Hedges. D. E. DEVOE, 128 Hanover street, Boston.

RUDGE TANDEM TRICYCLE FOR SALE: nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

SOCIABLE TRICYCLE. — A Coventry Rotary, Convertible, in good condition; cost \$237.50; sell for \$150. Address J. H. ISHAM, dealer in all best makes of bicycles and tricycles, 14 Seneca street, Buffalo, N. Y.

FOR SALE. — 52-inch full-nickelled Club, in good order; balls to both wheels and pedals; rubber handles; cost \$165, price \$110. Address C. H. MERRILL, Box 478, Exeter, N. H.

FOR SALE. — 56-inch full-nickelled Expert; dropped handlebars; good as new, practically. Address M. O. DANIELS, Ruggles, Ohio.

FOR SALE. — 50-inch half-nickelled Expert, and 52-inch full-nickelled Expert, with bent bars; both new last season, and in splendid condition; practically as good as new machines; will sell either for \$115. Address C. E. TITCHENER, Box 85, Binghamton, N. Y.

FOR THIRTY-FIVE CENTS IN POSTAGE stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

FOR SALE. — A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

FOR SIXTY-FIVE CENTS IN STAMPS the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE. — One 51-inch full-nickelled second-hand Star bicycle; it has rocker pedals, and has only been run about one hundred and fifty miles, and is in fine condition; price \$70. Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled American Club second-hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One Premier tricycle; new last season; cost new, \$160, in nice order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

A LOT OF NEW SUSPENSION \$3.00 A hogskin saddles; for sale at \$2.25 each. By the AMERICAN BICYCLE COMPANY, of Springfield, Mass.

SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

ANY ONE THINKING OF PURCHASING a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

FOR SALE. — One 54-inch all bright American Star Bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

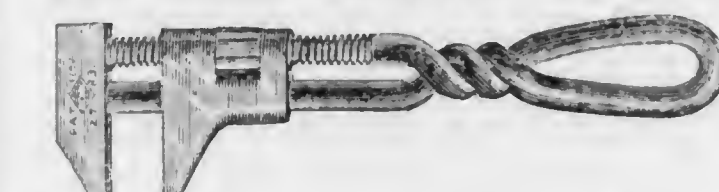
SEND SIXTY-FIVE CENTS IN STAMPS to American Bicycle Company, Springfield, Mass., and they will forward you a nickel plated bicycle lock and chain.

BEFORE YOU BUY A BICYCLE of any kind, send stamp to A. W. GUY, Dayton, Ohio, for large illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

ELECTRIC SCALF PIN, 1 piece \$3.00. Greatest Novelty of the age an incandescent electric light weight complete 10 oz. N.Y. TRY CO., 14 HOWARD ST. N.Y. Live Agents Wanted.

KEEP a record of your wheeling. Every detail of a trip in small space, with no trouble, by use of the Cyclist's Record Book. Neat, simple, perfect. Thoroughly tested by the best wheelmen. Roan, with pencil-loop, pocket for cards, cash, etc., fifty cents. C. D. BATCHELDER, Lancaster, N. H.

#### The Acme Bicycle Wrench.



The Strongest, Lightest and Best Bicycle Wrench on the Market. Jaws Hardened; all Steel.

Price, 70 cents each; Nickel-plated, 90 cents.

Liberal Discount to Dealers.

Manufactured by the

ST. NICHOLAS TOY CO., Chicago.

Manufacturers Bicycles, Tricycles and Sundries, Velocipedes, Roller Skates, etc.

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The latest, simplest, cheapest, and most complete Writing Instrument. Challenges comparison with others in every point. Every instrument warranted and sent free to any part of United States on receipt of price, \$40.

PRINCIPAL OFFICE:  
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Agencies in all Principal Cities.

#### SECOND-HAND BICYCLES,

Roadsters, Light Roadsters, and Racers, Lamps, etc. Specialty in these articles. Machines sent on approval. Enclose stamp for particulars, stating size wanted. C. HERBERT DIAMOND, P. O. Box 2434, New York.

#### ZACHARIAS & SMITH,

NEWARK, N. J.

MAKERS OF

#### Cycling Accessories.

We offer this season the

STAR TOURING BAG,

THE PATTON CRADLE SPRING,

For the ordinary as well as the Star, a world of comfort for riders of either machine.

Our latest catalogue will be ready about April 15. Send stamp for one. It will interest you.

#### BICYCLE CLUBS ATTENTION!

Wheelman's Official Score Card.

COPYRIGHTED 1883.  
FOR SEASON 1885.

We are prepared to make arrangements with any club giving Meets or Tournaments in the United States. We have issued our Cards at all the principal Meets and Tournaments held in 1883-84. We pay liberally for privileges.

CORRESPONDENCE SOLICITED.

For Reference: Stoddard, Lovering & Co., 152 to 158 Congress St., Boston, Mass.; The Pope Manuf'g Co., 577 Washington St., Boston, Mass.

HENRY GOODMAN & BROS.

462 Main St., Hartford, Conn.

#### ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES AND TRICYCLES.

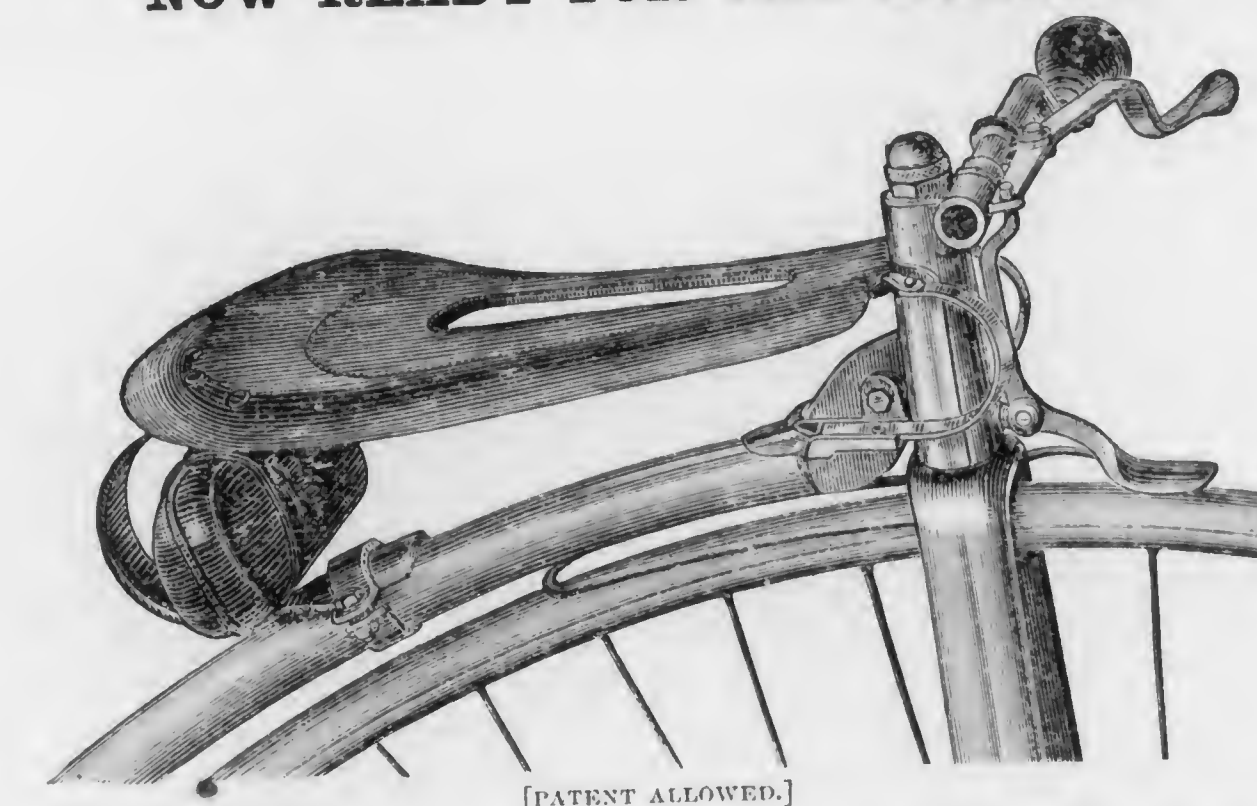
Hard as Marble. Dries instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. Any one can apply it. A suitable Brush given with each bottle. Price, 75 cents a bottle. Postage 12 cents extra.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

#### THE PERFECT HYGIENIC BICYCLE SADDLE.

NOW READY FOR THE MARKET.



[PATENT ALLOWED.]

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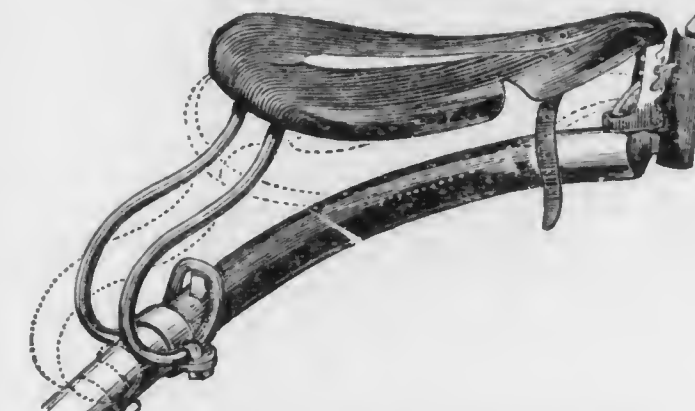
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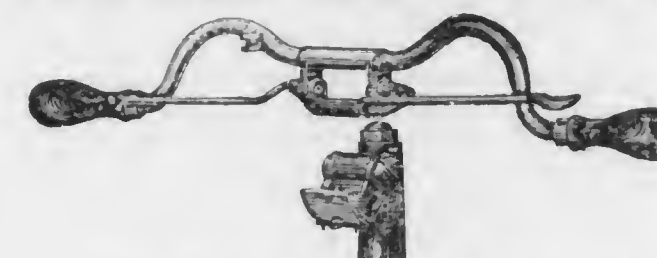
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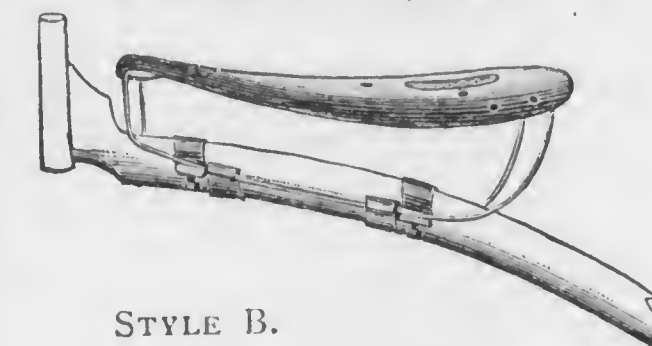
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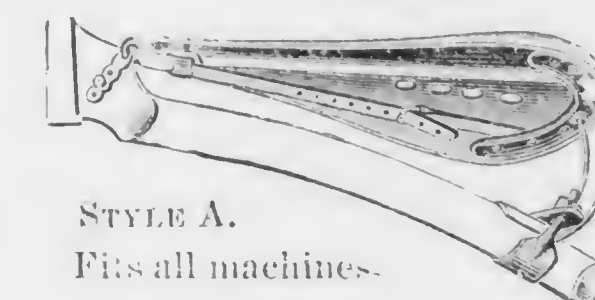
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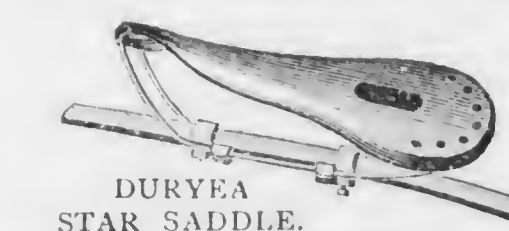


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The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

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The workmanship and entire practicability of each and every machine are fully guaranteed.

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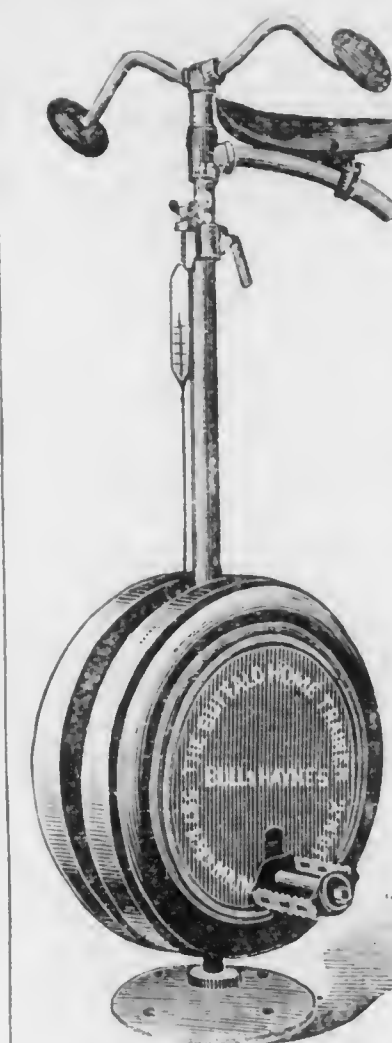
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That rings a bell at  
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Adjustable to any length  
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Top easily removed and new one can be put on with-  
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Front spring drops from perineum, and takes up sag  
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## NINTH EDITION.

NEW YORK, March 18, 1885.

A 50-inch "Columbia" bicycle carried me the whole length of my well-known ride from San Francisco to Boston, at a cost of twenty-five cents for trifling repairs, at Platte City, Neb. I had enough faith in the splendid material used in its construction, the faultlessness of its mechanism, and its general excellence as a roadster, to start across 1,500 miles of mountainous, sparsely settled country, where a break down would have been a serious affair, without encumbering myself with any extras whatever, save a small cake of tire cement. The result proved that my faith was in nowise misplaced; for, with the exception of the rubber tire of the rear wheel being pretty well worn down, everything seemed as sound when I arrived at Boston as it ever was; and with a new tire on the small wheel, I have no doubt it would have stood the same journey over again, equally as well.

THOMAS STEVENS.

257 WASHINGTON STREET,  
BOSTON, March 16, 1885.

I have ridden the "Expert Columbia" bicycle for about two years, and nearly four thousand miles. I find it strong, rigid, easy to ride, safe and reliable, and in my opinion, formed from some six years in bicycling, the best for road riding and touring. I would not exchange my "Expert Columbia" for any other make of bicycle that I know of.

WINFIELD S. SLOCUM.

WINCHESTER, VA., March 21, 1885.

Last season I rode my "Expert" 2,200 miles, and it is to-day in perfect order, and no repairs have been necessary.

L. M. BARTON.

LOCKPORT, N. Y., March 20, 1885.

I consider the "Expert" the finest bicycle made, and its durability is only equalled by its beauty and finish. It is

also the easiest running "wheel" that has come to my knowledge. This combination makes the "Expert" what it is, — a perfect bicycle.

A. W. STAPLES,  
Captain, Niagara B. Club.

WINTERSSET, IOWA, March 5, 1885.

During the past three years I have ridden on a bicycle nearly three thousand miles; and this, too, in connection with my business almost entirely; and over all sorts of roads. My machine is an "Expert," and is now in as good condition for use as when I purchased it. It has been subjected to severe strains, over rocky roads, across frozen ruts, through mud and water, sand and snow. The total cost during this time has been forty-five cents.

CHAS. D. HOWELL,  
Vice Consul, Iowa Division L. A. W.

PITTSBURGH, PA., Feb. 17, 1885.

I bought a 50-inch "Standard Columbia" last August, and I have ridden over 1,000 miles, over all kinds of roads since then, and it gives perfect satisfaction. I believe that they are the finest and best machines made, without any exception.

H. M. COLE.

88 MADISON AVENUE,

NEW YORK, March 16, 1885.

The "Expert Columbia," which I obtained of you more than two years ago, has given me immense satisfaction. I would not exchange the "Expert" for any other make in the market; and my judgment is based upon the experience I have had in subjecting it to the severest test of any machine, viz., *ordinary road riding in long tours*. In its elegance of form, thoroughness of construction, and strength, ease, and noiselessness of motion (and herein I have specified all possible commendable qualities), the "Expert" cannot be surpassed.

H. E. PARKHURST.

BOSTON, March 24, 1885.

After four years' experience with bicycles of different manufacture, during which time I have tested them on all kinds of roads, paths, and even open fields, I have come to the conclusion that the "Expert" is the best machine in use for our American roads. This decision I have arrived at after using the "Expert" for two seasons.

FRANK G. PARKER.

HARTFORD, CT., Dec. 26, 1884.

The undersigned, members of the CONNECTICUT BICYCLE CLUB of this city, being familiar, from personal experience, with the "Expert Columbia" bicycles, hereby testify that we have found them strong, durable, and free running, and that for all around use, we consider them superior machines.

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GEO. H. BURT.

CHAS. E. CHASE.

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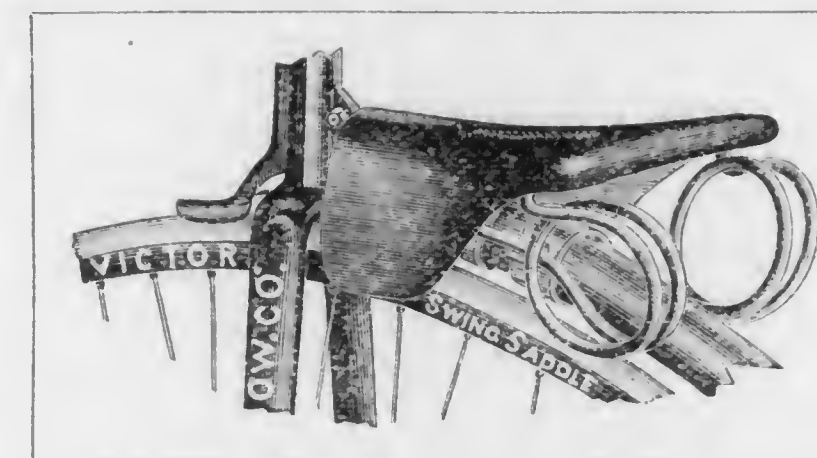
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weighs less than many bicycles which are advertised as "Light" Roadsters,  
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having a one-inch tire on the front wheel and three quarters on the rear. The bearings are balls all round, the front bearings being triple. The tangent spokes are not brazed where they cross each other, and in this and many other respects the Yale will be found the superior of the many imitations which have sprung up since we placed the great original on this market in 1880. Send stamp for Illustrated Catalogue.

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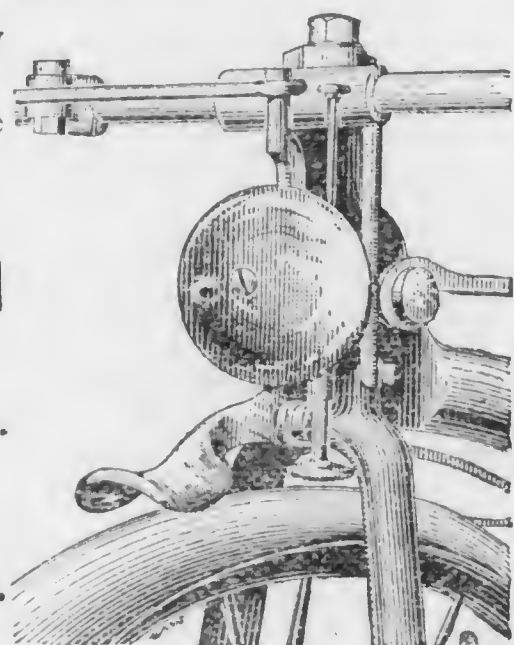
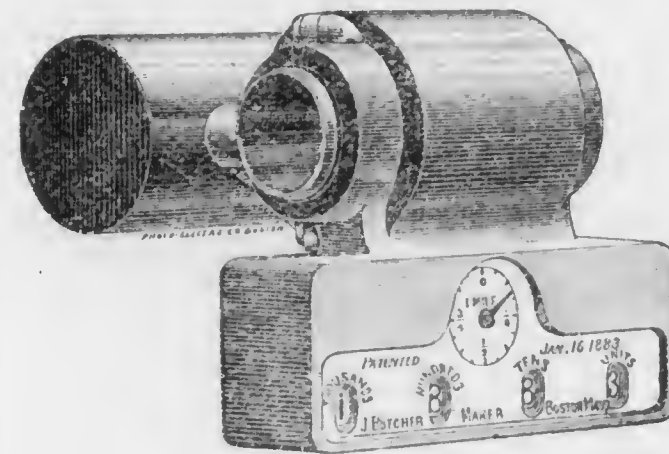
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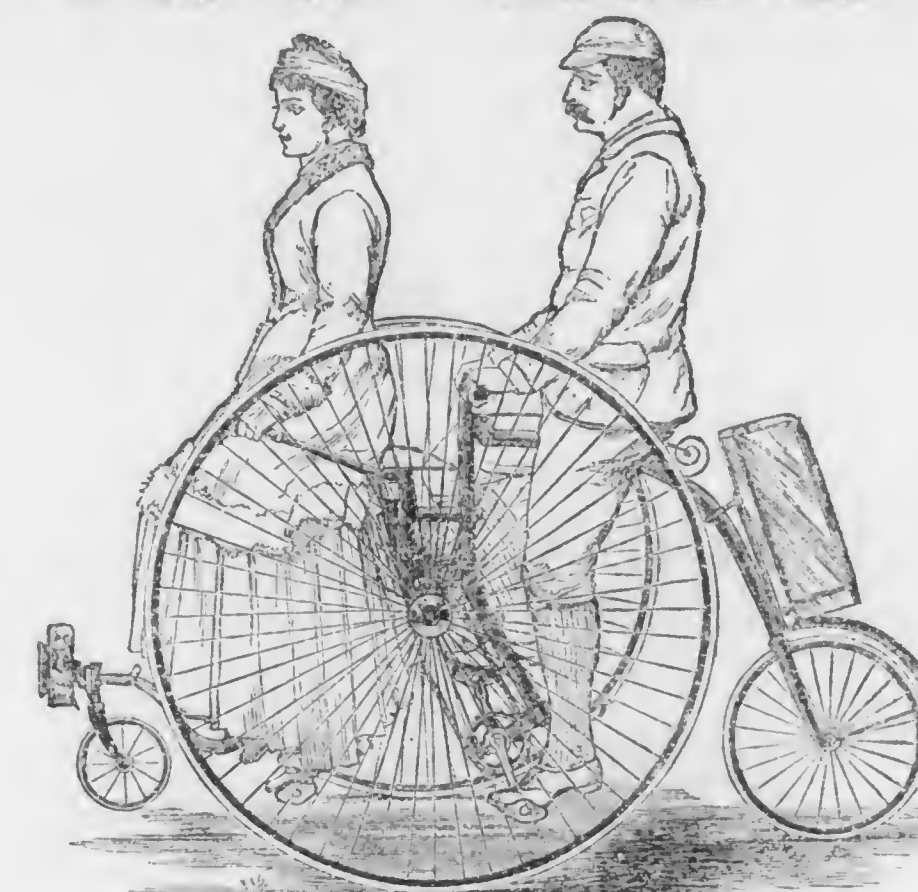
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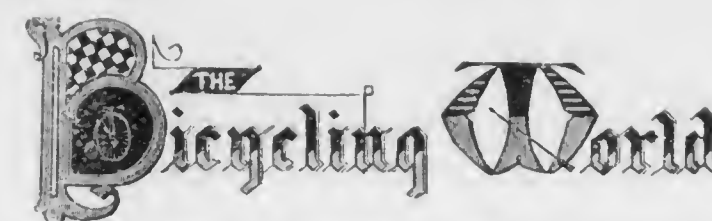
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Published every Friday

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J. S. DEAN . . . . . } EDITORS  
ABBOT BASSETT . . . . . }

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BOSTON, 10 APRIL, 1885.

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## THE WAY OUT.

This cycling press of the country is at the present time teeming with columns upon columns of suggestions and complaints—chiefly the latter—regarding the manner of conducting the League of American Wheelmen. *Nothing is more frequently referred to, nor is a change more urgently asked for than in the amateur rule.* During the past season the racing board of the League has thoroughly shaken the country up in its war against professional amateurs, more especially against those who have become so by playing with pro-

fessional polo clubs, and expulsions from the League are continually occurring. What is known as the "makers' amateurs" or those wheelmen who ride in amateur races for the purpose of advertising a certain make of machine, are also receiving the attention of the board. In England this question has reached such proportions that it has come to be the chief topic of discussion in cycling circles. Many are the suggestions offered for its settlement, but none seem to reach the desired end. With the League it is a matter of the greatest importance, for if the present rules are enforced it will lose a very large portion of its members. Not only will it lose those who are declared professionals, but also many of the friends of the latter, who say that if these friends of theirs cannot join the League they themselves do not care to belong. The chief aim of the League should be to promote the interests of the greatest number of its members. Racing is of the least interest to the majority of its members, and it is plainly unjust and unnecessary that the rules required for the welfare of these few racing men should govern the entire membership. No one can deny the need of a strict amateur rule governing races; but it would be absurd to claim that anything of the kind is needed in touring—the chief interest of the majority of League members. Better let the League have nothing whatever to do with racing, and admit to its ranks every wheelman of respectability. The racing board should be established as a distinct organization; or perhaps it would answer the purpose as well to have the board a distinct branch of the League, with rules of its own. There is little doubt that this would do much to increase the membership rolls of the League.

The best solution of the "makers' amateur" question would be to debar from amateur races all riders employed in the manufacture or sale of bicycles, or in any way directly interested in the advancement of certain makes of bicycles or tricycles. This should not affect their standing as club or League members, but simply debar them from amateur races, which would then be "amateur" in every sense of the word. When they wished to ride, they could compete in professionals' races. The stigma which is at present attached to professional athletics is caused solely by the character of the men who form the professional ranks. If these "makers' amateurs," most of whom are gentlemen, were to become professionals, much would be accomplished towards elevating the character of professionalism, and it would not be long before they would be considered just as "good" as amateurs. — *Boston Globe.*

THE foregoing furnishes us with a text this week for a little talk for it advances a few ideas, erroneous we think, but which are, nevertheless, held by a large number of men whose opinions we respect. The italics are ours, and we have used them to bring out more clearly many points which we wish to allude to. The writer starts out with certain ideas, which we cannot indorse, but he comes around at last to the very position we have always taken, and which we have advocated time and again in these columns. The whole solution is in a nutshell. Take the stigma from the professional. In Democratic America no man is ashamed to work for money. He should find no disfavor when he races for money. The underlying principle of the amateur rule is comprised in the idea that it is unfair to place in competition the man who makes racing a business, and the man with whom it is but a side issue and the divertimento of his leisure hours. It has been a mistake to draw the social lines between the two classes, and to cast a stigma upon the man who becomes a professional. Let us elevate the professional. Let us welcome him to the League. Let us eat, drink, legislate, tour, etc., with him, but bid him race

only with those who are in his class. We must not confound the professional, under such conditions, with the professional now extant. The ideal arrangement of affairs comprehends a different being entirely. We would not abate one jot from the strictness of the present rule, and we believe no harm would be done if it were made a little more strict.

The writer of the *Globe* article has read the cycling press more carefully than we have if he has found there a demand for a change in the amateur rules. In no one thing have the papers been in harmony to a greater extent than in the demand for a strict rule, and its enforcement. The cry for a change comes from those wheelmen who have lost their status, and from their immediate friends.

We do not believe the League will suffer in its membership by the policy it has pursued, and the exodus that is threatened gives us no alarm. When wheelmen come to their senses, they will discover that any athletic organization based upon other than an amateur protective idea, will have no stable foundation, and cannot be in harmony with associations of a like nature in this or any other country. It will be the cesspool into which will run all the foul stuff that cannot find place elsewhere.

Nor do we believe the League should give up its supervision of racing. It is the mission of the League to elevate and give dignity to the sport. Let it resign its control of racing, and surrender it to the control of those who go into racing for what they can make out of it, and how soon would it sink to a level which would command the contempt of all decent men, and indirectly affect all riders of the wheel, for the great mass of human kind cannot make close distinctions, and where contumely should be heaped upon one description of riders only it will be visited on the heads of all alike. Over in England they have two societies. One attends to touring, and another to legislation and racing.

But the leading spirits of one are the leading spirits of the other, and the aggregate fee is about the same as that paid to the League. If there is a benefit in two societies we have failed to see it. One strong society is better than two weak ones, and the two societies get no greater force of workers, no larger income, and no advantage in any direction that they would not get if amalgamated.



We will remind the *Globe* writer that the racing board is a distinct branch of the League, with rules of its own, and the ideal condition of things he suggests has existed for a long while.

Those who criticise the League for its action on the polo question forget that all blame in this matter rests with the polo players, and the remedy is also with them. A professional in one sport is a professional in all. Were this not so, and were the League to say we will judge a man on his record as a wheelman, only we should be overrun by the professionals in other sports who would not be admitted to the athletic associations, but who could come to us because they have no records whatever as wheelmen. Would this elevate cycling?

When skaters and polo players draw the lines between the amateur and professional; when they see the necessity for classifying the players; when an organization exists among them that has been found necessary in every other athletic sport; then, and not till then shall we see an adjustment of the difficulties which wheelmen have got themselves into the past winter. The root of the evil is in the don't-care-for-that-sort-of thing spirit which polo players have shown in the matter. The League has nothing whatever to do with polo players as such, and it is not proper that they should reinstate a man who has lost his status at polo. But it is their duty to protect the amateur wheelmen from professionals, and the man who engages in other sports must be certified as an amateur from the authorities of those sports before he can be allowed to compete with those over whom the League throws its protecting wing.

In another column we print a letter from Willis Farrington in reply to rather a careless note of ours last week. Though his letter partakes of the character of a free advertisement for Surrey Machinists Company, it contains some information about a machine but little known here.

It is a real pleasure to note how few nickelled machines are seen on the roads now a days. With a few unhappy exceptions, those who ride in all the glory of full nickel are new and inexperienced wheelmen. As we said a year ago, "nickel plate must go," and it is going.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor, disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Buffalo.

*Editor Bicycling World:*—We Buffalonians are anxiously waiting for our six inches of snow and ice to vanish, so that we can get out doors again. We have had a winter full of bright sunshine and bracing air, but we have about concluded that "enough is as good as a feast," and hence the thaw that set in two days ago, was heartily welcome. It bids fair to continue, and our wheelmen are all praying that it may, for many of them have grown so stout in the absence of their exercise, that their clothes are uncomfortably tight.

The L. A. W. Meet is the most interesting subject now before us. A committee of the Buffalo Bicycle Club has the matter in charge. They meet weekly, and have already got the arrangements under way. A handbook of information will soon be issued, and sent all over the land. Buffalo is really very easy to get at, for it may be reached direct from any part of the country.

I understand that there is still some "kicking" about the lateness of the date set for the meeting, but if any of the dissatisfied could pay us a visit now, and see the mass of ice that must disappear from Lake Erie before we can have anything like decent weather here, they would be rather inclined to praise the wisdom of the change than complain about it.

The following subscriptions in aid of the League Entertainment Fund, have been received from the trade:—

The Pope Manufacturing Company, \$100; Stoddard, Lovering & Co., \$50; Wm. Read & Sons, \$50; Bull & Bowen, \$50; the Overman Wheel Company, \$50; Geo. R. Bidwell & Co., \$25; the Smith Manufacturing Co., a Pony Star.

The new firm of Bull & Bowen is beginning to feel the influence of the opening of spring. New inquirers are dropping in nearly every day, and the repair-shop is "booming." Work is sent to it from all parts of Western New York and Pennsylvania. The recent change in the firm was a satisfactory arrangement to all parties; but the departure of Haynes is greatly regretted throughout the large circle of his friends and acquaintances. He is an exceedingly pleasant, genial fellow, and a fine wheelman. It was a liberal education to hear him talk bicycle to a customer, and show off the "points" of the different makes. In fact, what he don't know about selling bicycles would be hard to find out.

The Buffalo division of the "Big Four Tour" is to be composed of wheelmen from Buffalo, Western New York, Pennsylvania, Ohio, and Canada; and it would

be well for wheelmen from these parts who intend to "take in" the tour to forward their applications at an early date to Capt. W. S. Bull, as his division is beginning to fill up—not get full—oh no!

The new Buffalo Ramblers Club is thinking of giving a fifty-mile road race on Decoration Day. It will be open to all amateur wheelmen in Western New York, and the course probably be from Buffalo to Corfu and return.

The Ramblers ought to prosper, for they are mostly young, ambitious, and energetic men; and there is an ample field for a new club, or even two more in Buffalo.

We have been much interested in the description of the new Massachusetts club-house, which we shall have published in our local press for the purpose of showing our people what a little enterprise can accomplish, and also what sort of people take to cycling in the East. We wish we could have been present at the reception, and we hope to see a goodly number of Massachusetts men at our little reception on 2 and 3 July.

P. X. Q.

## Stop Thief!

*Editor Bicycling World:*—Yesterday's issue of the *Cyclist and Athlete* contains the following strange note (middle of 12th page), signed "V. M. H., General Wayne, Pa., 28 March;" and the editor vouches for the writer as "an ex-well-known cyclist:"—

I have not heard of nor seen, Karl Kron's book yet, although it was promised and paid for long since. Tell him I want my money back, having got tired of waiting for what will be now a stale book. I can see no satisfactory excuse he can give for retaining our money longer.

The editor seems to have been imposed upon by a fictitious correspondent; and I have asked him, as well as the editor of the *Wheel*, to publish my statement that not one of my 2,658 subscription is accredited to "General Wayne, Pa.," and that not one of the sixty-eight subscribers who have chosen to entrust their dollar to me in advance (despite my expressed preference for receiving money only after the book shall come into existence) is possessed of any such initials as "V. M. H." I assume that, whenever any one of these sixty-eight gets tired of letting me have the interest on his dollars, he will be decent enough to send me back the receipt or it (and thus allow me to redeem the promise given therein of refunding his cash by return mail), without rushing into the public prints to make a demand which conveys the lying implication that I am trying to get or retain money under false pretences. KARL KRON.

## A Word for the League.

*Editor Bicycling World:*—Spring is here and with it the chronic kicker. This time it is Mr. Percy C. Adams and the Randolph Bicycle Club. They withhold the names of fifteen members, and

\$15 from the support of the League, because "the club considers that the L. A. W. has broken from its original moorings, and has become a vast racing organization, and as they haven't a racing man in their club, they quietly retire. Had the League adhered to its original purposes of touring, protection of its members, advancement of the sport, etc., they would have stuck."

Where, pray, have Mr. Adams and the Randolph Bicycle Club been all winter? Have the mails been snowed in, or the bicycle papers miscarried? Surely our friends have been sleeping with Rip Van Winkle, and are just returning from their hibernation. With your permission I will enlighten them upon a few of the many things the League has been doing for tourists while they slept. There has been a committee appointed, having Burley B. Ayers for its chairman, which committee has succeeded in obtaining minimum, and in many instances, free transportation for tourists' bicycles on countless roads, extending all over the States, saving wheelmen many hundreds of dollars. Then each State is supplied with a chief consul, who appoints local consuls, whose duty it is to stencil the roads in his vicinity, measure distances with his cyclometer, and describe the character of the roads to his chief, and to vouchsafe all information to tourists passing through, to recommend hotels, where wheelmen shall receive special accommodations, and at a reduced rate if possible. All this has been done. The roads are being rapidly stencilled from Maine to San Francisco. Look for example at the Massachusetts handbook, and imagine for yourself the labor expended upon it by the officers of the Massachusetts Division. Look at the sectional maps of New Jersey. Look at the data collected by the Pennsylvania Division, Ohio Division, Connecticut Division, and I doubt not many others that at due time will be published for benefit of tourists. Then, Mr. Adams, if you could find time to run over the League Gazette for the period you have been sleeping, you would notice here and there, all over the country, public park restrictions being entirely, or in part, removed through the influence of the League. You would find bills in the legislature, ready to be hurled against the bicyclist, falling dead from the influence brought against them by the L. A. W.; and cases won, and the fact established that the bicycle is a vehicle, and has its rights. Ask such tourists as Burley B. Ayers, Karl Kron, Dr. A. G. Coleman, Charles Richards Dodge, Thos. Stevens, and a host of others what the L. A. W. has done for touring. My business prevents any extensive touring on my own part, but in the two weeks I was away last summer I saved \$19.50 in discounts on hotel fare, railroad fare and free transportation, and my L. A. W. badge procured me a right royal welcome everywhere. Then, too, we have a racing board of which Mr. Abbot Bassett is

the efficient chairman. It is the duty of this board to protect L. A. W. members, who choose to race, from the inroads of professionalism, and our race meets, from jockeyism, which meets we all like to attend whether we race ourselves or not. It also endeavors to establish races upon so purely an amateur basis that no gentleman would hesitate to enter the arena himself or take his wife or daughters to look on and see gentlemen engaged in a manly and invigorating exercise. But we are not all obliged to race because we belong to the L. A. W. Oh, no; you surely must have dreamt that, Mr. Adams; but so many of our members do race, and so many of us do go and see them (30,000 estimated spectators, one day at Springfield) that the L. A. W. thinks it necessary to have a committee specially to look after them. But did you say this committee interfered with the transportation committee, or the local consuls, stencilling, road maps, etc. Oh, no. Dreaming again, Mr. Adams. You are not fairly awake yet. Come, rub your eyes, man, so you can see a few feet beyond your own little self, and little club of fifteen members. Well, go to sleep again, if you must, but take this for a pillow, that the League will be only \$15 poorer and that there are hundreds of us left who not only pay our pittance into the League treasury, but gladly put our hand into our pockets and provide stamps and stationery stencilled boards, horses and wagons, time and energy to make these United States in time the paradise of the tourist, mapped and stencilled from Land's End to Land's End, and every wheelman, every wheelman's brother. Nor do we begrudge the racing board the energy they are putting forth, but recognize in them an essential part that we could ill afford to do without. Go to sleep, brothers, we shall not miss you. For one enthusiastic wheelman will devote more money, time and energy to the League in one year, than the whole of your benighted club put together. Some time, when the work is all done, wake up and join us. It will only cost you \$1.50 to join over again.

One question before sleep overtakes you. What bearing has the Bartholdi statue on touring, to which you have the quasi honor of being the first wheeling club to contribute \$5.00? I am very much interested in touring, myself, but have failed to see wherein the Bartholdi statue is a greater promoter of touring than the L. A. W., since you advise me to leave the League and subscribe to that worthy object. Perhaps I might answer it, if you are too sleepy, and put it down on the score of a desire to see the Randolph Club figure in print in the *New York World*. Good night, Mr. Percy, and the Randolph Club.

HERMES.

## Farrington's Invincible.

*Editor Bicycling World:*—In your last issue I notice a statement to the effect that I am about to take to a Crip-

per, instead of sticking to my Invincible tricycle. This is only true in part, and gives the impression that I am to discard the old mount. I am having a Crippier built, but I do not intend to give up my Invincible. I found considerable difficulty in mounting ordinary hills, owing to a broken arm; and wished to experiment with a crypto-dynamic gear. Mr. Smith, of the Surrey Machinist Company, could not apply the gear to their tricycle, on account of a peculiarity in its construction, and I was compelled to seek another maker.

I was astonished at the ease with which Cripps ran away from Corsellis and other cracks, and concluded there must be something in the machine as well as in the rider, which was verified on examination, and by the opinion of other riders whom I consulted. For this reason, and because the Humber people make a specialty of applying the crypto, and recommend it highly, I chose this make. Still, I consider the Invincible fully its equal, and it possesses many good points not found in the Crippier. My machine, although it has inch tires, weighs but sixty-eight pounds. I doubt if there is another roadster in the country with 48-inch wheels and large tires which will scale this figure. This feature of lightness is of great importance to light-weight riders like myself and the junior editor of the *World*. There is no reason why we should carry about the ninety-pound machines required for the heaviest riders, for it has been proved that one twenty pounds lighter, if properly constructed, is quite strong enough.

When I ordered the Crippier I felt that I should have too large a stable, and offered to dispose of the Invincible at a low figure, but since doing so, I have had an opportunity to try several other makes on the road, and I find my own so much their superior, I would not part with it for anything short of the price of a new one. So you see, Mr. Editor, I still intend to "stick" to my Invincible.

In the same issue of your paper I see you gave the Surrey Machinist Company a puff. The praise is well merited. You hit it exactly when you state their machines are *scientifically* constructed. In their tricycle the wheel base is unusually long, and the machine is so balanced that no tilt rod is necessary. The handles are in the proper position, as you know from having tried them personally.

I tried a machine last week, made by one of the few first-class firms, whose price is only a trifle under \$200. The handles, to meet the popular demand, were "adjustable." But when placed at the lowest point possible, my hands were half way up to my chin, and I felt that my elbows resembled the legs of a grasshopper. The machine ran so hard that after a run of only fifteen miles I was quite done up, and was obliged to spend my evening on a sofa. If these machines were tied up in bunches at \$1.00 a dozen, I should not invest in a bunch. And yet people buy them every day.



Mr. Smith, of the Surrey, who is a practical rider, would not send out a machine with handles in the position described above. This point may seem a trivial matter to some, but you know, Mr. Editor, that it is of great importance.

Before I gave up the two wheeler, I rode one of his fifty-three inch Roadsters, which with inch tires weighed but thirty-two pounds. It carried me 4,000 miles, and with one exception, when it ran away with me down a mountain, and fired me into a stone wall, I could find no fault with it. After receiving nineteen new spokes (which by the way, I was obliged to put in myself, as I was in a country where bicycles were a novelty), the machine showed up as well as ever.

In justice to Mr. Smith, whom I know you respect as much as I do, I have written the above, for your remarks gave the idea that an old rider of his machines had abandoned him, and I wished to correct the impression.

WILLIS FARRINGTON.

LOWELL, MASS., 6 April, 1885.

#### MANUFACTURE.



American Rudge.

MADE BY RUDGE & CO., COVENTRY, ENGLAND, AND IMPORTED BY STODDARD, LOVERING & CO., BOSTON, MASS.

THERE is a large class of wheelmen and would be 'cyclists, whose desires for a good machine far exceed the capacity of their purses. Until within a couple of years very many have been compelled to put up with a poorly-made machine, or, in their ignorance, have foisted upon them some second-hand and discarded rattle-trap. These remarks are introductory to a machine which, while low in price, is handsome, well made, and just the thing for such as find it difficult to raise the necessary cash to purchase a more expensive mount, and yet whose desire is to own a machine one need not be ashamed of. The American Rudge, which is the machine we have in hand this

week, has crescent steel rims, with  $\frac{1}{4}$  and  $\frac{3}{4}$  red rubber tires. The hubs are of nickelled gun metal, well recessed and pierced with eighty and twenty No. 11 direct spokes. The backbone is a round, weldless steel tube, nicely tapered and curved; terminating in a solid rear fork. The head is of the Humber pattern, with long centres, similar to the well-known Andrews, and is protected by a neat dust shield. The spring is plain, flat, and broad, and slides at the tail on a small steel plate attached to the backbone. The handle-bar is solid, gracefully curved, and of good length. A stout, double-lever spoon-brake is fitted. The front forks are hollow and elliptical. The bearings are "Rudge's Unequalled," balls to both wheels, while plain, parallel pedals are fitted. The machine has a leg guard and saw step, and is fitted with either Lamplugh & Brown's or Brooks's long-distance saddles, and furnished with tools and oil can. This year's pattern is not changed from that of last year, and the forks, backbone, and all wearing parts are the same as those on the light roadster. The machine is handsomely enamelled and nickelled and, though complete in every respect, is sold for \$107.50 for a 50-inch, with \$2.50 rise for every two inches.

#### The Trade.

AN English manufacturer has invented a handle grip of coiled steel wire, which gives good ventilation, and reduces vibration.

THE Butcher Cyclometer Co. has removed to Bicycle Corner, 6 and 8 Berkeley street, where they will locate with W. B. Everett & Co.

THE Columbia Light Roadster is now on exhibition at the warerooms of the Pope Manufacturing Company.

STODDARD, LOVERING & CO., wish us to announce that Ardill's Enamel cannot be sent by mail, as the law excludes liquids.

THE Pope Manufacturing Company will not publish any recommendation for their Columbia Light Roadster, until the machine has been tested on the road a year.—*Adv.*

W. W. STALL has made a new departure in way of letting machines, and reports it meeting with great favor. His bikes comprise a line of new nickelled and enameled Xperts, forty-eight to fifty-four inch, and a number of new tricycles. Heretofore no "let" machine could be had other than "old plugs," which few cared to ride, but the privilege of using a really first-class machine may now be had, and what is better yet, at the same price as formerly paid for the O. P. aforesaid.

MR. W. B. EVERETT reports that he was shown every courtesy by the cycle manufacturers in England during his short stay. Beside what was done for him by Mr. Singer, with whom he had business relations, and which included a

trip to London, he reports a delightful drive with Mr. Hillman, of Hillman, Herbert & Cooper, in a phaeton, made entirely of steel tubing, with suspension wheels with rubber tires. He afterward dined with Mr. Hillman, and when in London, Mr. Cooper, of the same firm, took him in hand and did the honors with a dinner at his charming bachelor quarters in Gray's Inn. He spent a pleasant hour with Henry Sturme, and had a long chat with Secretary Shipton.

MR. GIDEON HAYNES, JR., for some years with William Read & Sons, and later of the firm of Bull & Haynes, of Buffalo, N. Y., has entered the employment of the new firm of W. B. Everett & Co., where his old friends will be glad to meet him again.

MR. J. A. R. UNDERWOOD, our readers will be pleased to learn, has been given a license to import the Quadrant tricycles, of which he has at present the only agency in this country. The Quadrants possess some very good features, the most noteworthy ones being a very large steering wheel and an extremely long wheel base. They are very light and speedy, and if the reports of them are true, they will prove great favorites in this country.

A. T. LANE, of Montreal, sends us a very handsome catalogue.

WE had the pleasure a few days ago of inspecting a new central geared, two-track Royal Mail, at the warerooms of William Read & Sons. This machine differs somewhat from the one of the same type sold by this firm last year. It is lighter, is driven centrally, has 46-inch drivers instead of 48-inch, and has hollow rims. The differential gear is in the centre and the axle is stayed by three ball bearings. The steering wheel, it is to be noted, has been increased to twenty-two inches, which we consider an improvement. The rack, and pinion, chain, and gears, are well protected; the former by a neat nickelled case, and the latter by well-shaped wire guards. The machine is altogether more pleasing than last year's pattern.

THROUGH the courtesy of Stoddard, Lovering & Co., we have been enabled to test, to some extent, one of the Crippler tricycles. The comfort of having a bicycle handle to steer by, is very marked. We hope to test more thoroughly this type of machine, and will report more fully.

#### NOVICE'S COLUMN.

##### Touring.

WHEN we find anything in our contemporaries of value we avail ourselves of it. We are, however, willing to give credit to whom credit is due, and therefore we wish to tell our readers that the articles on touring which we intend to publish, were suggested by the *Tricyclist*.

# THE AMERICAN RUDGE.

MANUFACTURED BY

## D. RUDGE & CO. - - - Coventry, England.

Universally acknowledged to be the best low-priced Wheel on the market.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



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CATALOGUE.

SEND FOR

1885

CATALOGUE.

BEARINGS. Rudge Unequalled Ball to both wheels, exactly like the Rudge Light Roadster.

FORKS. Elliptical; hollow to front wheel; solid to back; very rigid.

HANDLE-BAR. Curved, solid; same shape as fitted to Rudge Light Roadster.

HEAD. Long centre Humber; similar to the Andrews patent.

HUBS. Gun metal, nickelled; well recessed to admit narrow tread.

TIRES. Seven eighths full to front wheel, three fourths to back, of first quality rubber.

SADDLE. Lamplugh & Brown's, or Brooks's, long-distance tension.

PEDALS. Heavily nickelled parallel, fitted with extra strong pins.

SPOKES. Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

A few shopworn and second-hand machines in stock at low prices. Send for list.

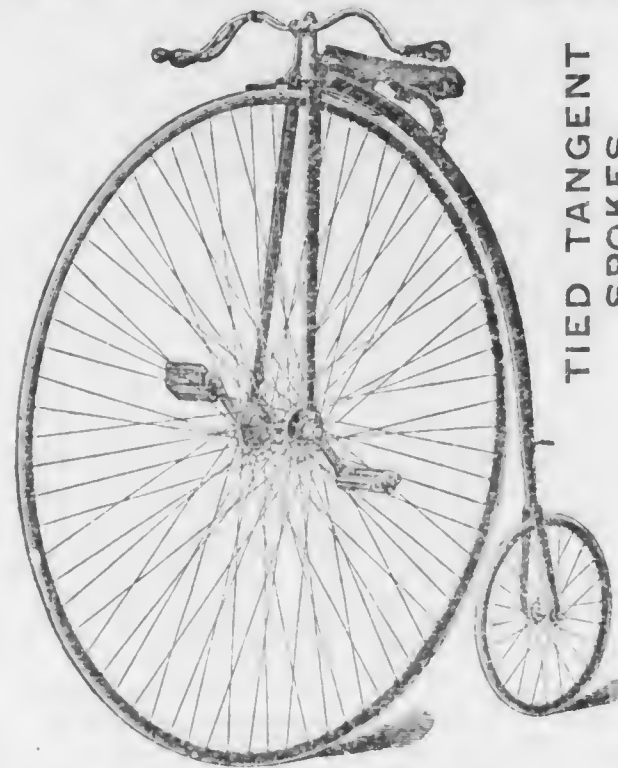
SOLE U. S. AGENTS,

## STODDARD, LOVERING & CO.

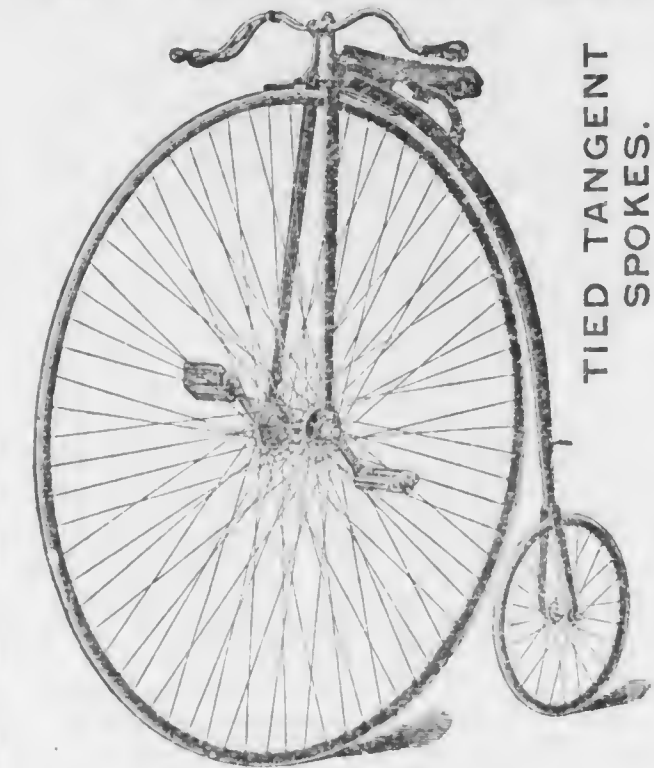
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Fastest One Mile - - - 2:39  
Second Fastest, - - - 2:39 2-5

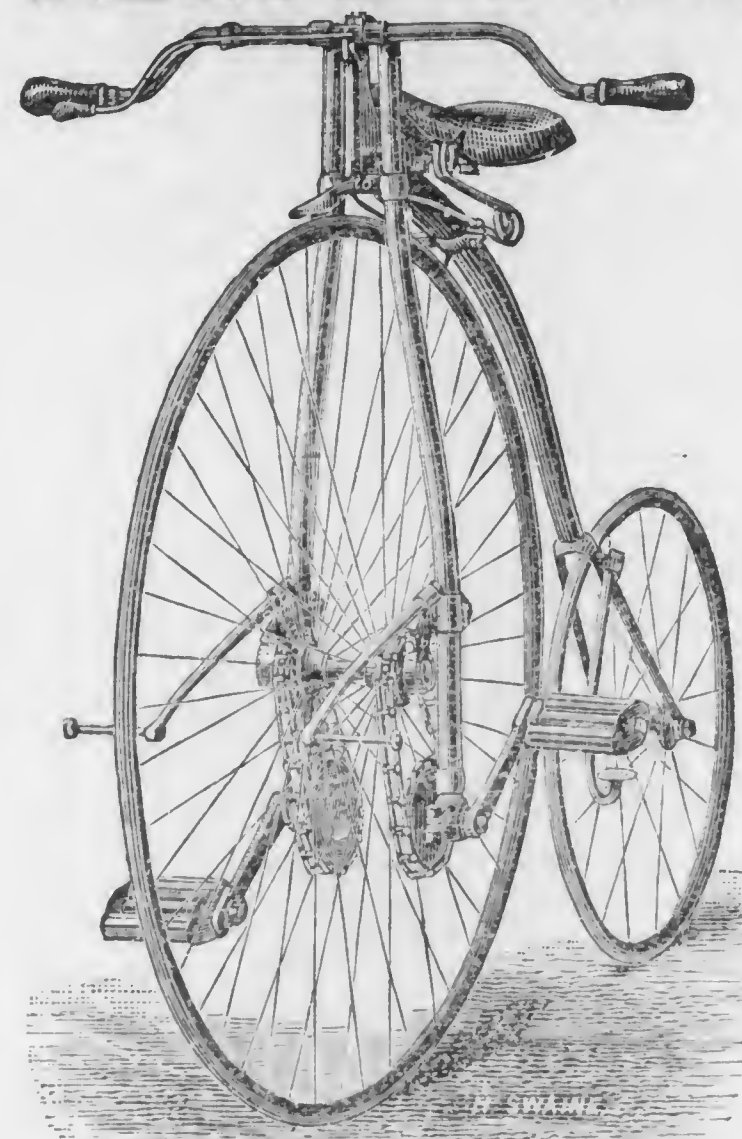
No other Wheel in the World holds two as fast Records!

A Rigid, Superbly Built Bicycle!

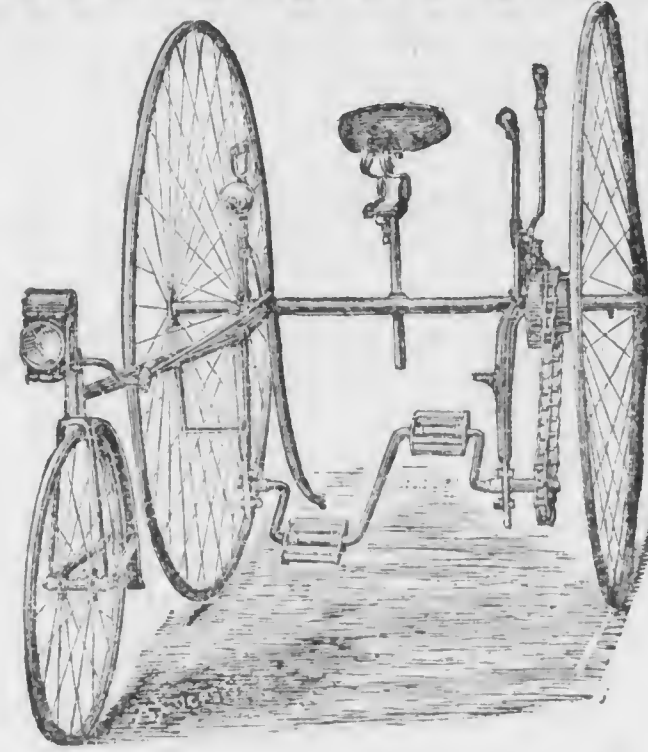
We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes, 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.

## THREE WINNING CYCLES!



WINNING SAFETY "KANGAROO"  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds.  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4  
1-2, 3-4, 1, 3, 4, 5 miles.

Especially advantageous for country roads, as, the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

WILLIAM READ & SONS,  
107 Washington Street,  
BOSTON.

## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 0h. 33 1/2m.  
Twenty miles.....in 1h. 15m (21 miles actually).  
Fifty miles.....in 3h. 15m (51 miles actually).  
Twenty-four hours.....covering 266 1-4 miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

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Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

BARAINS EXTRAORDINARY  
Send for descriptive price list and mention this paper.

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BOSTON, MASS.

We shall take advantage of everything that has been published in that most excellent paper, supplemented by our own observations. We should also like to have our readers discuss our articles, criticise them, and furnish what they find lacking. The articles in the *Tricyclist* are longer than we can well use, but we understand that they will be printed in book form. If they are we would advise all our readers to obtain a copy, for we can say that they contain more practical and valuable information than has hitherto been given for the benefit of the road rider and tourist. Touring has not become as popular here as it ought, and while our roads do not afford such pleasant and easy surfaces for wheeling as the lanes and highways of Merrie England, yet there are thousands of miles of fair roads which are not to be surpassed in the world for variety of scenery, or to be excelled for furnishing pleasant incidents and novel experiences to the hardy cyclist. If touring and sensible practical road riding is not as common among our wheel men as it ought to be, or as we would like to see it, we can find encouragement in the fact that it is almost daily increasing, and that the intelligent cyclist is awakening to the fact that club runs and parades do not furnish the true essence of cycling. The man who patters about and dilly dallies on his wheel for a few miles, does not discover the elixir of wheel life. But even he may find some information from these articles which may be of some value, and we hope all the readers of the *World* will appreciate and second our efforts to furnish them with something of more than passing interest. One great drawback to touring in this country is the general poorness of our average out of town hostelry. Our best hotels in large cities are not to be surpassed in any country, but it is a lamentable fact that the average country inn is not an inviting retreat, but even in this direction there is hope, and if wheelmen will insist on the best the hotel affords, and give landlords to understand that they form a class of patrons to be catered to, they may expect to find some improvement in the fare and accommodations they will receive. In this great country, with its immense distances and varying facilities for road riding, it would be idle for us to offer anything as to the choice of a route. Our information, thanks to Karl Kron and others, in regard to roads is rapidly increasing, but we must leave our readers to select their own route. We would, however, suggest as the result of our experience to the would-be tourist to avoid laying out the details of his trip. Leave the exact route and the distances to be covered to be decided by his inclinations while riding, the state of the weather, the condition of the roads, and the unexpected incidents that are liable to occur in a day's ride. One writer says: "When a man goes on a tour, he goes to see the country, and to enjoy himself, so don't let him bother his head about cyclometers, or distances." We

cannot quite agree with this sentiment, as we think every wheelman will find it a source of pleasure to know how far he has travelled, and if he has a cyclometer that can be read from the saddle, he will find it, especially if alone, a pleasant and unobjectionable companion. Of course, if the presence of an accurate record of the distance he is covering, induces him to scud along, passing by without a thought, pleasant bits of scenery, and start to reel off as many miles as he can, he had best leave his cyclometer at home, for "if he goes only fifteen miles, and enjoys it, what are the odds? It has done him good, and he enjoyed it; and, therefore, it has served the purpose of his tour."

The matter of preparation receives considerable attention at the hands of our contemporary, and is perhaps worthy of the space devoted to it. We trust no cyclist would be foolish enough to engage in an extended trip without some preparation; how much, depends on the individual, his habits, personal strength, experience as a cyclist, and the length of his proposed journey. Here is the matter well stated, and sufficiently concise to serve our purpose. "Then as to direct personal training, we ought to divide our would-be-tourists into two classes. One, those who are continually taking out-door exercise of some kind or other. Such men need very little preparation. They will ride long distances at once, and enjoy themselves. Two, those whose occupation is sedentary; a good deal of care is needful for such, if they are thoroughly to enjoy the tour. Let them beforehand, for a week or more, spend every spare moment in exercise out of doors, if possible, taking easy spins on the machine, and when they start on a tour let them for the first day or two ride short distances, and spend a good deal of the day in the hotel or loafing about the garden. I lay stress on this caution; for if a man who has been used to confinement without exercise in doors for twenty hours out of the twenty-four, runs at once to the opposite extreme, and spends fifteen or sixteen hours in exertion in the fresh air, the probability is he will be upset, and instead of getting rest and refreshment from his tour will simply be attended with general feverishness, and come back worse than he went." So it will be seen, no matter how or by whom stated, preparation is largely a matter of common sense, and that one should prepare for what he has in hand. It would seem, perhaps, as if some words to the novice as to the choice of a machine might be in order, but we do not care to touch on this matter now, as it is so important as to be worthy of separate treatment at length. We can, however, briefly touch upon a few points here. For touring, the tires should never be less than seven eighths inch, there should be plenty of space between the tire and rim and the forks, and the machine, be it a bicycle or tricycle, should be fitted with a strong

and powerful brake. These words of wisdom flow from the pen of a correspondent to the *Tricyclist*. "Don't go on a new saddle; don't, if you can help it, go with anything new; but test and try every detail of the machine ere you set forth, and this can only be done by practical work thereon."

The saddle must be comfortable, or some of the terrible threats which the medical men have made will assuredly come true. We have tried many saddles, but we pin our faith on Lamplugh and Brown's suspension, and Brooks's new lever tension. Above all, avoid some fearful and wonderful things called "saddles," which have been put in the market, which have a central rib of metal, which is used for the adjustment! We speak from experience of these instruments of torture, and, although we have never tried the back woods amusement of "riding on a rail" we should think that we know pretty much what it is like. Should the saddle seem too rigid and hard along the centre, it will often improve it vastly to join two or more of the little holes punched in the slot by slits made with a sharp knife taking care not to cut beyond the holes themselves. If the central ones are thus joined, a little castor oil may be rubbed into the saddle, and with the rounded end of a chisel or similar tool, a deep groove may be made along the peak which will not only make the seat much easier, but remove all danger of injury from pressure.

We suppose no cyclist of to-day would think of riding a bicycle with a short handle bar, and the tourist should be careful to have at the ends large bulb-shaped or gimlet handles. We have generally used good sized rubber bulbs, but find them a bit hot in summer. Large bars are good, unless roughened and marred by falls, while vulcanite is smooth and not liable to blister one's hands. We should like to know more about Kelsey's ventilated handles, for, if as good as is claimed, they should just the thing for this country.

### Exotics.

MR. BFALE, the inventor of the Facile, has again offered medals for twenty-four hours' rides on that little safety. The makers here don't spend much money in encouraging road riding, but give liberally to help along meets.

When an Englishman tries to write American notes without being in the land of the "Stars and Stripes," he is apt to make a mess of it. "Uncle Sam" in the *News* speaks of the "grand" roads of New Orleans, and of the "excitement" being caused by the Cyclone Safety. One has indeed to go abroad to find out the news from home.

The *Cyclist* gives publicity to a strange story regarding the doings of a certain Yorkshire club that holds frequent race meetings. It is alleged that the trophies worn by members of the club are sold to the club and made to do duty again at the subsequent meeting.



THE Keen testimonial fund has amounted to \$750. The benefit race meeting will take place at the Alexandra Park athletic grounds, 2 May, and will include a mile bicycle handicap, a mile tricycle handicap, a mile safety bicycle handicap, and a professional bicycle race, in which Cooper, Howell, Wood, Jones, and others will compete. Three prizes will be given for each race.

At a meeting of the executive of the National Cyclists Union, 24 March, it was decided, after hearing the evidence adduced, to suspend H. J. Webb until 31 March, 1886. It was proved conclusively, that he had taken the train from Abingdon to Edinburgh on the occasion of his supposed bicycle ride from the Land's End to John O'Groats last year.

A WAR of societies is threatened in England, in fact it has already begun. The authority of the National Cyclists Union is challenged by the Liverpool branch of the Amateur Athletic Association. The wheel papers call upon the cyclists to close up, shoulder to shoulder, and decide whether they will be governed by the N. C. U. or the A. A. A.

#### Fancy Riding.

At the Tuesday evening social of the Cleveland Bicycle Club at headquarters, W. H. Wetmore gave a short exhibition, showing some of his new tricks. He first rode on one wheel over a box eight inches high and eighteen inches wide with perfect ease. He then removed the handlebars and rode holding the head with one hand; he next removed the forks, mounted, and rode the wheel only, guiding it with his hands by the rim, finishing his exhibition by standing still on one wheel, — a trick we have never heard of being accomplished before.

L. A. W., 2092.

#### The A. M. W.

A MEETING of the board of officers of the Association of Missouri Wheelmen was held last week, and the initial steps were taken toward making an active spring campaign. It was decided that members joining between now and the close of the Association year, 12 May, should for the single year's dues, \$1.00, be entitled to membership, until the close of the next Association year, 12 May, 1886. This is an important step, and will result in the immediate accession of a great many members who would otherwise have held off until June before joining. The secretary will issue two circulars this week, one to wheelmen, asking their support, and the other an energetic appeal to present members, to assist in procuring new ones. All wheelmen should support the A. M. W., which aims to be both the L. A. W. and C. T. C. of the State. Active measures will at once be taken in regard to road signs, railroads, etc., and attempts will be made to stir the residents of the counties into active work as regards better roads. Con-

suls for St. Louis, Clarksville, St. Joe, and several other places, will be appointed at once.

#### Dr. Sargent on "Clothing."

"THE Best Clothing for Health and Cleanliness" was the subject of Dr. Dudley A. Sargent's lecture at the B. Y. M. C. Union last week. With most persons, the lecturer said, clothing is more a matter of display, the relation of the garment to health being considered last of all. The primary object of a perfect dress is to protect the body at all points, and to provide a proper ventilation. The idea that we wear clothing to keep the cold out is erroneous, the real object being to keep the warmth in.

The temperature of the body averages from 90° to 99°. It is very necessary to keep the body at this normal temperature, and clothing should be worn with that object in view. Woollen is considered the best for winter clothing, as it best retains the heat. The warmest materials are always the most porous, and consequently allow the greatest evaporation. In this respect flannel, as compared to linen, is as 100 to 58.

The doctor then referred to the best materials for clothing. There are some objections to flannels or heavy woollens. When moisture is long retained in woollen garments it forms a solid substance, which in itself is very irritating to the skin. Flannels are oftentimes objectionable, owing largely to our artificial mode of living, being conducive of colds and ill health by enfeebling the condition of the skin. In such cases the wearing of merino or cotton in winter is recommended, and the network gauze in summer next to the skin, supplying the deficiencies with extra outer garments when exposed to the colder air. The speaker said that he himself wore the same kind of clothing throughout the year, and suffered no inconvenience.

Cotton nightshirts should be worn by persons who wear woollens during the day, in order that the skin may have a chance to recover from the irritating influences of the woollens. A very light and well ventilated covering should be worn on the head. The hair is really sufficient protection. Baldness is chiefly caused by closely fitting hats. Helmet shaped hats are the best, as they protect the back of the neck. The neck should be well protected, but not bundled up closely, as circulation is prevented, and this acts directly upon the brain. Most people wear too much about the trunk of the body. The temperature is there the highest, and less clothing is needed than on the limbs. There is nothing worse for a man than to wear a tight belt around his waist, but if the belt is worn around the hips below the waist it will do no harm. The weight of the lower clothing should be supported by the hips instead of the shoulders. Closely fitting garments should be avoided on all portions of the body. The compressing effect which clothing has on the body is

shown by the fact that the average man, when dressed, can inspire 130 cubic inches, but while undressed he can inspire 190 inches.

#### The Watering Cart Fiend.

A ST. LOUIS exchange laments that it is behind Boston in conquering the watering fiend. Now, we do not like to admit but that Boston leads in everything; but it is with sorrow that we remark that the tale of woe below will strike a keen note of sympathy in many a Boston heart. We wish it were true that the city paid for watering the streets, but, alas, it is not.

For the past week the roads have been in most excellent shape, and almost every man in town, who owned a wheel, used it in his daily trips to and from his work. But last year's riders heave a sigh as they think of the watering cart fiend, who, with his overflowing reservoir of eau de Mississippi, will soon begin his peregrinations, leaving the streets behind him in much better shape for sailing than wheeling. It is true that on the greatest-good-to-the-greatest-number principle the mud is preferable to the dust, but why need we have either? In this city the carts make their rounds twice a day, and in order to keep the streets wet until their next trip, they pour such a flood of water on them, that they are almost impassable for the time being. Fortunately our city fathers have not as yet prohibited riding on the sidewalk, and the reckless wheelman jumps twelve-inch gutters and nine-inch curbstones in his endeavor to steer clear of the mud. In doing this he meets a greater danger than any, as nearly every man who sees a bicycle coming, jumps both ways for Sunday and lands in the middle of the week. In Boston, the paradise of wheelmen, the watering carts are going all the time, but the sprays from these sprinklers are so fine that the streets of the city and roadways of the nearer suburbs are kept in that (to a St. Louisian) unknown condition, not too wet, but just wet enough, not dry enough to be dusty, and not wet enough to be muddy, but thoroughly packed and hard. It is in order here to mention that the city of Boston pays for the sprinkling of the streets, and the citizens are not compelled to pay for a sprinkler. In St. Louis, by the subscription plan, one block is wet enough for swimming, while the next is so dry that it makes one thirsty to look at it. Let the fathers take notice, and order a reform.

#### CURRENTE CALAMO

A (Breck-) Noc (-k-)Turne.

THE work of the day is complete,  
I'm free for an eve's relaxation  
And, threading the suburban street,  
According to kind invitation  
Step into the bicycle school,  
Where many a nervously-hobbling  
Young tyro has mastered the rule

Of stopping his bicycle's wobbling.  
Here hundreds of pupils have charged at the walls,  
And practised at random all manner of falls.

The waistcoat has many a notch  
Where treadle-pins often have grugged it,  
The whitewash has many a blotch  
Where elbows have frequently smudged it,  
When agonized learners, in dread  
Of losing their balance, and crashing,  
Have promptly gone heels over head; —  
A crank and a spoke or two smashing.  
And many a penance has had to be done,  
Ere balance and confidence both have been won.

The floor is indented and worn  
Where many a duffer, at starting,  
Has tumbled, and awkwardly torn  
His garments, and set himself smarting.  
And yonder round patch of cement  
Is where a mug met with disaster,  
A deep hemispherical dent  
Was made by his head in the plaster;  
He was not much hurt, though he started a brick, —  
Suggesting his head must be wondrously thick.

But learners and teachers alike  
To night from the school have been banished,  
And every rickety bike  
From out of its corner has vanished;  
The place has been given, with tact,  
What beauty the children could give it,  
And everything 's looking, in fact,  
As right as an orthodox trivet.  
So out of the cold we will come, and combine  
To pay our respects at Terpsichore's shrine.

The music begins, and the eyes  
Of maidens are coquetting brightly,  
While Amy and Marian surprise  
Their partners by tripping it lightly.  
Already I'm fully engaged  
To some of the jolliest dancers;  
By Jove! though, I'm fairly enraged, —  
I've no one to dance the next lancers!  
Ah! that little damsel there dances it well,  
So — *Vouslez vous danser, Mademoiselle?*

FAED.

THE polls are closed.

It will be a light vote, judging from the lack of interest shown in many quarters.

We saw more cycles than pleasure vehicles on the road Fast Day.

ONE thing struck us very forcibly. It was this: In our early days of riding, the bicycle was the only wheel. Now we have wheels in every variety, two three, and four wheelers, safeties, tandems, etc., etc. The cycling world moves.

How many of us found to our sorrow that we were not in as good condition on Fast Day as we were lastfall? Oh well, a few weeks will bring us around.

FARCE DAY is a good name for it, when we see the attention paid to the governor's proclamation.

BAILEY'S saw a lot of wheelmen on the holiday. The boys organized a scorching match for the home run, and they do say that Ahl ran away from the lot.

THE ladies of St. Louis are up in arms. They are determined that Chicago and the East shall not gain too much of a lead over them. A ladies' cycling club is one of the probabilities of the near

future. Two tandems and a number of singles are already ordered, and the ladies only await their arrival to make their initial trip — probably to the park.

REV. SYLVANUS STALL, of Lancaster, Penn., is organizing a 900-mile tour in Canada for a party of clerical wheelmen.

THE new League uniform will be a bluish gray, will be made of "old iron-sides" cloth, and cost \$18.

THE highway hog is rampant once again. Mr. W. M. Peters met him on the Manchester road, and in his vain endeavors to catch Mr. Peters and apply a black-snake, he succeeded in spilling half a load of wood. Two gentlemen also met the highway hog in going out Lindell avenue. He wanted both sides and the middle of the road, but, by tossing their arms and giving a wild halloo, they threw his horses into convulsions and himself into profanity — but they got the road. — *St. Louis Republican.*

A WICKED man arose Sunday before Fast Day, and, looking at the falling snow, exclaimed: —

Oh, the snow, the beautiful snow,  
Filling the wheelman's heart with woe,  
Making his wheel so slowly go  
In the very poor time of 3.30 or so.

WE'VE a dog show in Boston this week, and Music Hall is the "Bow-woweries."

SOMEbody worked a plugged quarter on to Gaskell before he had been in America twenty-four hours.

THE absurdity of the action of a man who writes to a cycling paper, and publicly asks "Karl Kron" to return the money sent him for the road book, giving only his initials, suggests that Barnum is not as enterprising as of old.

A GRAND opening will be given by W. B. Everett & Co., at Bicycle Corner, early next week. Invitations will be issued, but are not necessary for admission. Every cyclist will be welcomed.

THE Owl is the emblem on the badge of a mixed club of amateurs and professionals at the Highlands.

REV. S. H. DAY, of South Abington, expects soon to be transferred to a church in Connecticut. Massachusetts will lose a good rider, but Connecticut will be a gainer.

A NUMBER of Boston riders will try a hundred-mile run to Newburyport on Decoration Day.

COREY, the younger, is developing a very fast pace on the road, and bids fair to take up the running where the elder Corey dropped it.

THE local consuls for the city, Roxbury and Jamaica Plain, will make an attempt to do some concerted work in their several districts, with the stencil and the sign board.

PERHAPS it is not generally known by tandem bicycle riders that if a tandem backbone is built V shaped, it will fit at

least a half dozen different sets (pairs) of machines.

THOS. STEVENS is in Kansas City, making his last visit to his mother before starting out across Europe and Asia.

THERE is a great demand for bicycle championships, but the tricycle championships go a begging.

THE bicycle-handle steering is coming in with the new tricycles, and all the English makers are giving us something in this line. The new Rucker tricycle introduces this form of steering by a peculiar adaptation to an ordinary central gear machine.

THE Canadian Wheelman's Association will not meet at Montreal this year, the Montreal Club having withdrawn its application in behalf of that city. Woodstock will probably be selected as the place of meeting.

LOUISIANA has formed a State Division, with G. McD. Nathan as secretary.

WE club the WORLD and *Outing* for \$4.00.

WE had in mind the idea of getting a the opinions of leading League officials relative to the policy to be pursued in League management to secure the best practical results, and secure the greatest general support. To that end we addressed letters to many such, and received a few answers. We found the gentlemen very busy, and several excused themselves from answering for want of time. We have letters from Dr. Blackham, E. F. Hill, Esq., and H. E. Ducker, and from no one else. We shall publish these in due time, and meanwhile if the rank and file of the League have anything to say we shall be glad to hear it. Perhaps, after all, we can get more suggestions outside the official circles, for the outs have always more to offer than the ins.

JOHN S. PRINCE is confident of beating Woodside's fifty miles bicycle record. Fred Wood is sure he can make rings around Howell at any distance. Asa Dolph regards it as a pre-ordained fact that he will ride a mile under 2m. 39s. at Springfield next September. A. Nixon has decided to ride eighteen miles within an hour. Mr. Pat Feeny's family porker is about to go in training as an aeronaunt. — *Tricyclist.*

THE latest rumor anent cycling matters is rather a curious one. It is to the effect that the West wants to amalgamate the two glorious pastimes of cycling and roller skating, and that the ranks of the L. A. W. be recruited from the skating army as well as from the cycling, and that professionalism will not debar skaters and cyclers from reposing in the lap of the League. It is said Chicago and St. Louis are at loggerheads over the question as to which of them broached this novel and liberal programme.

THE Maynard Club has had the courage to select a captain by the name of "Cropper."



I HEARD this week of a new application of the old saw "where ignorance is bliss, 'tis folly to be wise." Up in Northern Illinois lives a chap whose parents, after a vast deal of trouble, were induced to buy him a bicycle. The machine was bought in Chicago, and was sent by express to the railroad station on the day promised. The eager youth walked four miles to the station, and was on hand to receive it when it landed. He had never ridden a bicycle, had never seen any one ride one, and did not know that he had to learn to ride. His knowledge of bicycles was book knowledge only, otherwise he would have taken "the governor's" large express wagon to safely bring it home. Not knowing his ludicrous situation, he knocked the boxing off his prize, looked it all over, admired the finish, and, having satisfied himself that the machine was all right, wheeled it up to a telegraph pole, climbed into the seat and started off. Not realizing his miserable plight he continued to tread the pedals, and, being a tough, wiry fellow, he soon found himself at home, when he took a regulation header in trying to dismount. When I began riding I was wiser, and knew I had to learn before I could ride. In the course of a week I had provided several matinees for neighboring families, and plenty of black and blue shins and "barked" fingers for myself. I have since learned that a teacher is a great help to beginners. — *Spectator*.

At the works of the Overman Wheel Co., they are running night and day, to keep up with their orders. This looks like a boom.

If a scarf-pin can be made to show a light by electricity, why not a bicycle?

Don't put away your thick clothes in a chamber; you will need them at Buffalo.

"Hermes," hits the nail on the head when he asks if the work done by the Racing Board interferes with the other work of the League. Surely not. The Racing Board is small in numbers, spends little money, and goes about its business. Those who say that the League has been converted into a society for racing and nothing else, pay a great compliment to the Racing Board. Would it not be well for some of these grumblers to say to themselves: "What have I done to advance the interests of the particular branch of the sport I care for?" If nothing, why?

To the racing men we are indebted for nearly every improvement made in the wheel, and but for this interest the sport would be a laggard.

An exchange comes to with the remark that roller-skating will soon die out, because it cannot be practiced in the open air. The wheel if confined to indoor riding, would soon go out. Witness the old velocipede.

THE by-laws of the Nemo club will soon be published.

BURLEY B. AYERS has been reinstated as an amateur by the Racing Board.

ROBERT TODD, Sec. of the N. C. U., in a letter to the *Sporting Life*, defines the position of the N. C. U. in its controversy with the Amateur Athletic Association very positively as follows:—"My attention has been called to the fact that the Woodbridge and other clubs in the advertisements of their sports have withdrawn the words and N. C. U., the effect being that the sports are now stated to be held under A. A. A. laws alone. These sports include cycling races. It therefore becomes my duty to point out to cyclists the position in which they will be placed if they run at such sports. The rules of the N. C. U. empower the executive to suspend any cyclist running at sports not held under the rules of the N. C. U., or rules approved of by the N. C. U. The rules of the A. A. A. have been rules approved of by the N. C. U., and, therefore, cyclists running under these rules have been protected. The Amateur Athletic Association has, however, within the last few days passed rules which indicate an intention to claim for the A. A. A. a control over cyclists. These fresh rules have not been approved by the N. C. U., and no rules containing any such claim have the slightest chance of being for one moment approved by the Union. The Union claims to rule cycling, and will be universally upheld by cyclists throughout the country in resisting any claims by any other Association to rule cycling. Cyclists therefore running under the rules which have not been, and may never be approved by the N. C. U., and consequently render themselves liable to suspension by the Union. I have little doubt that the wiser heads, of whom they are many in the A. A. A., will see the undesirability of persisting in the claim which was made by certain athletes who had been dismissed from power over cycling in Liverpool. But cyclists must in the meantime take this letter as formal notice of the danger they incur in running at any races not specifically stated to be held under the rules of the N. C. U. I trust that, for their own protection, they will insist upon all cycling races being run under such latter rules. In that case they will be subject to the rules of the N. C. U., and will be protected by such rules.

CALL at Bicycle Corner if Everett falls in your way.

THE League is looking for a Moses. Who will lead them next year?

*Wheel World* for April contains a portrait of Geo. Smith, the winner of the Kangaroo race.

THERE will be a club drill by wheelmen at the Soldiers' Carnival in Boston, but the management will have to go from home for a team. Time was that Boston had the best drilled club in America, but that glory has gone from her.

The N. A. A. A. will consider the polo question on the 18th inst. and decide whether or not they will include polo in the sports over which they have jurisdiction. If they decide to do so it will be an easy matter for those who have lost their status to get back.

THE Pope Manufacturing Company has issued its spring catalogue. It contains full descriptions of the new light roadster and the two-track tricycle, and also the standard wheels of the company.

THE steamer "Germania," in which Mr. White, of the Coventry Machinists' Company, took passage for America, met a tidal wave and was turned back.

WE shall publish an illustrated description of the "Cripper" Humber soon.

The big four-tour management is putting a good deal of work into the preparations.

THE Cambridge road race will put the safeties to a test. The fast man of the club will ride one of the dwarf machines, and try to preserve the record he now holds.

## RACING NEWS

THE Citizens' Club, of New York, open the racing season on Friday evening next, 17th inst., with their race meeting in New York. It will be a first-class meeting, and the attractions offered should draw a crowd.

THE Manchester, N. H., Club will hold races in May.

GEORGE M. HENDREE will be referee on the occasion of the Ixion road race Decoration Day.

ILLSTON has entered for the New Haven races.

MEMBERS of the Citizens' Club have organized a kangaroo roller skating race for the meeting of the 17th inst.

THE spring games of the Young America Cricket Club, will be held 2 May at Stenton. The programme will include a one and a two mile bicycle race, and a one mile novice's bicycle race. Entries made with George D. Gideon, Box 1108, Philadelphia. Close 25 April.

MR. E. P. BAIRD of New York, ex-three-mile champion runner, is developing considerable speed in his practice at New Orleans, and has entered his name for the New Orleans tournament races.

THE Cambridge Club will hold a fifty-mile road race Decoration Day. The start will be made from Harvard Square, and the route will be to Salem and beyond, to a point twenty-five miles distant from the starting point, and then return. The riders will be checked along the road. Gold medal to first and silver medal to second. A special prize for tricyclists is also talked of.

## WHEEL CLUB DOINGS

W. H. HECOX, JR., captain of the Binghamton Club, met with a serious ac-

cident at Scranton, 20 March, while skating at the rink, breaking his leg near the ankle, and spraining the ankle. He is now doing well.

MANCHESTER (N. H.) Club. Officers elected: H. M. Bennett president; S. O. Moulton, secretary-treasurer; M. Sheriff, captain; J. N. Pearsons.

RUTHERFORD (N. J.) Wheelmen. Officers elected 21 March: President, J. L. Chapman; captain, George P. Rice; lieutenant, H. R. Jackson, Jr.; secretary, C. L. Jackson; treasurer, E. A. Edgar.

TROY (N. Y.) Club. Officers elected: President, R. D. Cook; vice-president, George Collins; secretary, Charles C. Rushmore; treasurer, F. Norris; captain, J. O. Wood, Jr.; first lieutenant, T. B. Collins.

TROJAN WHEELMEN, Troy, N. Y.—Officers elected 1 April: President, C. E. Betts; vice-president, A. W. Ross; secretary, Frank E. Myer; treasurer, Chas. E. Wilson; captain, Jas. R. Torrance.

THE Brockton City Bicycle Club held a very successful masquerade and carnival last Wednesday evening. There was a large attendance, and many of the costumes were noticeable for their elegance and others for their absurdity. The obstacle race on bicycles was declared a draw between Holmes and Marshall.

THE Massachusetts Bicycle Club will put in a small repair shop in its wheel room, and keep a small assortment of parts and sundries of prominent makes for the convenience of its members.

CHESHIRE (CONN.) WHEEL CLUB.—Officers elected 27 March.—President, Dr. E. T. Cornwall; secretary and treasurer, F. A. Ives; captain, C. R. Bannih; 1st lieutenant, E. J. Stoddard; 2d lieutenant, E. D. Bristol.

## 'CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WESTON, *Chief Consul*, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of state consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 31 Chestnut street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Glinan, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory.—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) H. S. Foster, 70 Hawk street, Albany, N. Y.; A. D. Grant, 55 Lake avenue, Albany, N. Y.; A. E. Bass, West Randolph, Vt.; C. E. Monlon, West Randolph, Vt.; H. H. McIntyre, West Randolph, Vt.; L. P. Thayer, West Randolph, Vt.; W. S. George, 2922 Washington avenue, St. Louis, Mo.; P. Stone, McKee avenue, Tower Grove, Mo.; A. P. Dennis, Washington avenue, St. Louis, Mo.; S. Chambers, Washington avenue, St. Louis, Mo.; J. W. Smith, Orange, N. J.; E. J. Waring, Plainfield, N. J.; H. P. Collins, 1100 Wilcox avenue, Cleveland, Ohio; F. H. Palmer, 22 Cedar avenue, Cleveland, Ohio; F. T. Sivert, 21 Somerset street, Boston, Mass.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## TO CORRESPONDENTS

C. H. LAMSON.—Can't fix the exact date. Received copy.

J. S. G.—We cannot find an authentic record. One hundred yards in fourteen minutes is given us, but it is not a record.

S. F. HATH.—Shall be glad to hear from you at any time.

A. T. LANE.—Hope to get a large one from you. Our list is increasing very fast.

B. B. A.—Glad to know you had so good an excuse though we suffered by it.

X.—The Christmas numbers are bright and breezy. They are good for any time. We have the back numbers which we sell at reduced prices. See periodical list.

WHEELMAN.—Charles Frazier, and not J. H. Collier, is the half-mile champion.

AGREEMENT.—We have sent you our special circular to agents giving terms for clubs of five and ten.

F. H. D.—The Ranelagh Club, Crapper, Quadrant, Canard, Kucker, and several other tricycles steer with a bicycle handle. It allows one to lean well forward, and throw the whole weight on the pedals.

C. H. DIAMOND.—Order received. We cannot place it where you wish. No displayed ads. go in that column.

## FIXTURES

17 April: Second annual race meeting Citizens' Bicycle Club, New York. Knickerbocker Rink, New York City.

30 April, 1 and 2 May: Tournament of the Memphis, Tenn., Club.

2 May: Spring Meeting of Y. A. Cricket Club, Stenton, Pa., Bicycle races.

23 May: Races by Ramblers Club, of St. Louis, Mo.

27 and 28 May: Tournament of Louisville (Ky.) Wheel Club.

29 and 30 May: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

30 May: Illinois State Division L. A. W. meet and tournament at Chicago.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley.

1 and 2 race of Buffalo (N. Y.) Ramblers.

Ixion road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

3 and 4 July: Annual meet of the L. A. W. at Buffalo, N. Y. Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield.

27 and 28 August: Cleveland (Ohio) Club, annual races.

8, 9, and 10 September: Tournament at Springfield, Mass.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—Columbia tricycle, nearly as good as new; will sell for less than half cost price. Address F. W. B., St. Green street, Fitchburg, Mass.

FOR SALE.—50-inch full-nickelled Expert, good order, cradle spring, rat trap, ball pedals, bell & Tolman bell, \$125. LOCK-BOX 60, West Randolph, Vt.

50-INCH SPECIAL COLUMBIA, FULL-nickelled, ball bearings, excellent condition, \$90; or will exchange for tricycle; must be in good condition. R. V. W. WILDMAN, 1102 Arch street, Philadelphia, Pa.

BICYCLES FOR SALE.—52-inch English Challenge, \$75; 54-inch Standard Columbia, ball bearings, \$50; 52-inch Pioneer, ball pedals, \$100. Call and examine our large stock, or send stamps, stating size, make, and description of wheel wanted. R. J. BUTMAN. Specialty in second-hand. 74 Tremont street, Boston.

BICYCLE WANTED.—50 or 52-inch. Address with full description "C," this office.

BUDGE TANDEM TRICYCLE FOR SALE.—Nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

SOCIABLE TRICYCLE.—A Coventry Rotary, Convertible, in good condition; cost \$237.50; sell for \$150. Address J. H. ISHAM, dealer in all best makes of bicycles and tricycles, 14 Seneca street, Buffalo, N. Y.

FOR THIRTY-FIVE CENTS IN POSTAGE stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

FOR SALE.—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

FOR SIXTY-FIVE CENTS IN STAMPS the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE.—One 51-inch full-nickelled second-hand Star bicycle; it has rocker pedals, and has only been run about one hundred and fifty miles, and is in fine condition; price \$70. Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled American Club second-hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50, price \$70. AMERICAN BICYCLE COMPANY, Springfield, Mass.



**FOR SALE.**—One Premier tricycle; new last season; cost new, \$460, in nice order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**A LOT OF NEW SUSPENSION \$3.00**  
A hogskin saddles; for sale at \$2.25 each. By the AMERICAN BICYCLE COMPANY, of Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

**ANY ONE THINKING OF PURCHASING**  
A bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

**THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

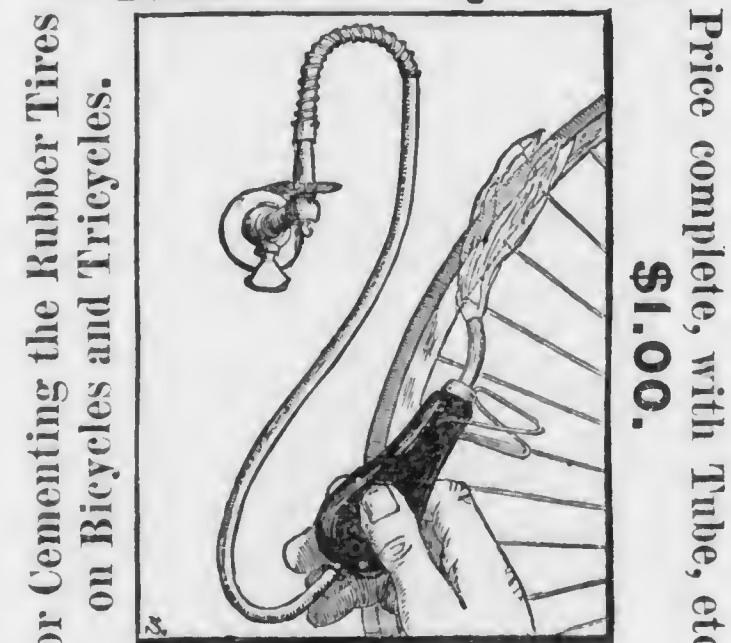
**FOR SALE.**—One 54-inch all bright American Star bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

**SEND SIXTY-FIVE CENTS IN STAMPS**  
to American Bicycle Company, Springfield, Mass., and they will forward you a nickel plated bicycle lock and chain.

**BEFORE YOU BUY A BICYCLE**  
Of any kind, send stamp to **A. W. GUMP,** Dayton, Ohio, for large illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

**SECOND-HAND BICYCLES,**  
Roadsters, Light Roadsters, and Racers, Lamps, etc. Specialty in these articles. Machines sent on approval. Enclose stamp for particulars, stating size wanted. C. HERBERT DIAMOND, P. O. Box 2434, New York.

**The Acme Gas Burning Tire Heater**



For Cementing the Rubber Tires on Bicycles and Tricycles.  
Patent applied for.  
Manufactured and for sale by  
**C. H. LAMSON, 201 Middle St., Portland, Me.**

By far the most convenient Heater for use in cities and towns where illuminating gas is used. Handier and less expensive to use than an alcohol lamp. It is safe and always ready, gives plenty of heat, and (being constructed on the "Bunsen" principle) it mixes air with the gas, making combustion perfect, and does not smoke up the rim.  
Each Heater is sent out packed in a perforated tin box, which in combination with the Heater will serve at home as a miniature stove for heating Water, Irons, for Soldering, or any other purpose where a small heater is required.

Full directions for cementing on Tires accompany every Heater. Such a Heater is indispensable in a repair shop, and a necessity to every rider.



a record of your wheeling. Every detail of a trip in small space, with no trouble, by use of the Cyclist's Record Book. Neat, simple, perfect. Thoroughly tested by the best wheelmen. Roan, with pencil-loop, pocket for cards, cash, etc., fifty cents.  
C. D. BATCHELDER, Lancaster, N. H.

### **FACILE LIQUID ENAMEL!**

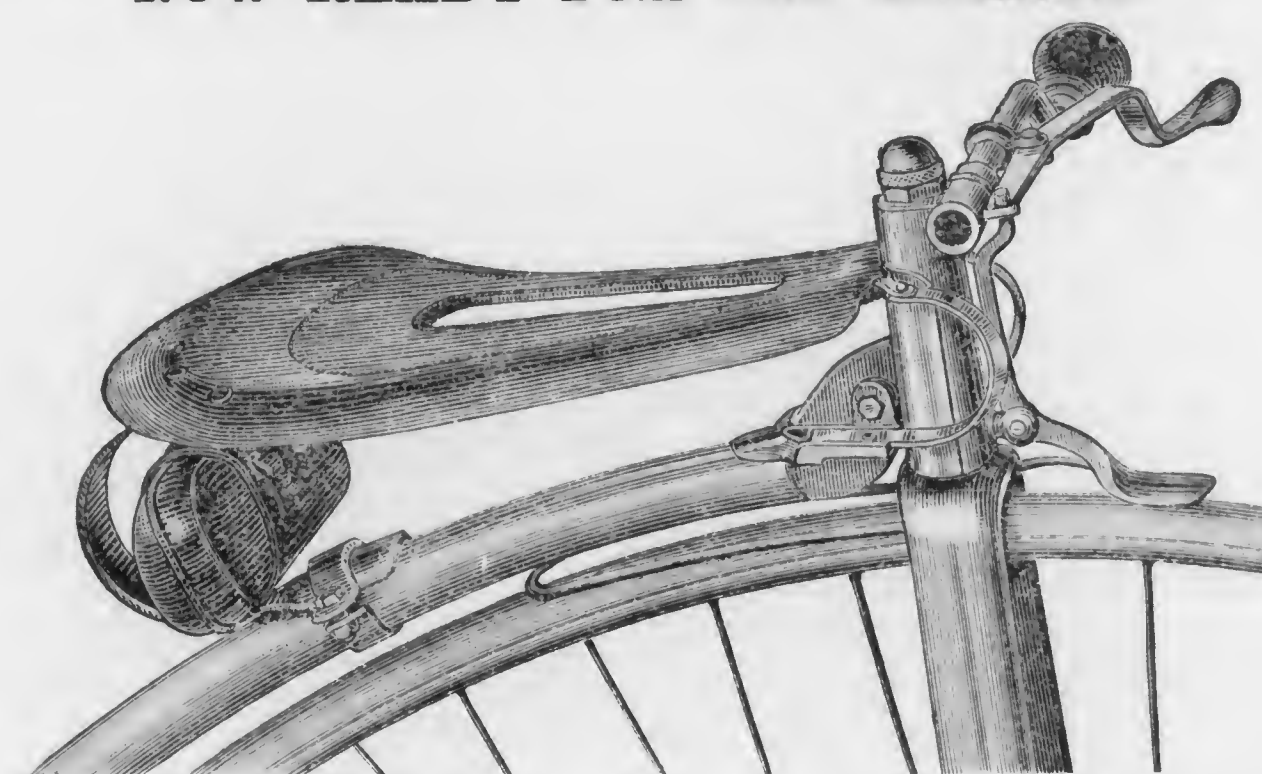
For general use on bicycles, tricycles, and other articles. Nothing whatever equals good baked enamel in smoothness and durability; but this is smooth, black, lustrous, wears well, dries quickly, and is believed the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

### **FACILE LUBRICATING OIL!**

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

**NOTICE.**—Liquids are excluded by law from the mails, and will be stopped if discovered in transit. Parties who persist in mailing them are also liable to heavy penalties. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he will not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid to any part of the country east of the Rocky Mountains, on receipt of the price.  
JULIUS WILCOX, 15 Park Place, New York.

## **PERFECT HYGIENIC BICYCLE SADDLE.** NOW READY FOR THE MARKET.



PATENTED IN UNITED STATES AND ENGLAND, MARCH 17, 1885.

No metal frame or tree. Springs at both ends completely compensating all jar and jolt. No pressure on perineum and no danger from bicycle riding with this Saddle. Only perfectly hygienic Saddle made. Thoroughly tested last season and fully perfected. Finest material ever used in a bicycle accessory. Furnished only in full nickel. Retail price \$6.00. Liberal discount to the trade. Orders filled promptly. Send for descriptive circular. Manufactured by

**T. J. KIRKPATRICK, Springfield, Ohio.**

## **BICYCLE CLUBS ATTENTION!**

Wheelman's Official Score Card.

COPYRIGHTED 1883.

**FOR SEASON 1885.**

We are prepared to make arrangements with any club giving Meets or Tournaments in the United States. We have issued our Cards at all the principal Meets and Tournaments held in 1883-84. We pay liberally for privilege.

CORRESPONDENCE SOLICITED.

For Reference: Stoddard, Lovering & Co., 152 to 158 Congress St., Boston, Mass.; The Pope Manufg Co., 577 Washington St., Boston, Mass.

**HENRY GOODMAN & BROS.**

462 Main St., Hartford, Conn.

## **ARDILL'S LIQUID ENAMEL!**

For touching up or entirely re-enamelling  
BICYCLES AND TRICYCLES.

**Hard as Marble.** Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable brush given with each bottle.**  
Price, 75 cents a bottle. Cannot be sent by mail.

**STODDARD, LOVERING & CO.,**  
152 to 158 Congress St., Boston.

# THE COVENTRY MACHINISTS' Co., (LIMITED), Will Shortly Open New Premises —IN BOSTON— FOR THE SALE OF THEIR CELEBRATED “CLUB” BICYCLES AND TRICYCLES.

RELIABLE AGENTS WANTED.



Send Stamp for Catalogue.

## THE NEW “CLUB” TANDEM. (CONVERTIBLE.)

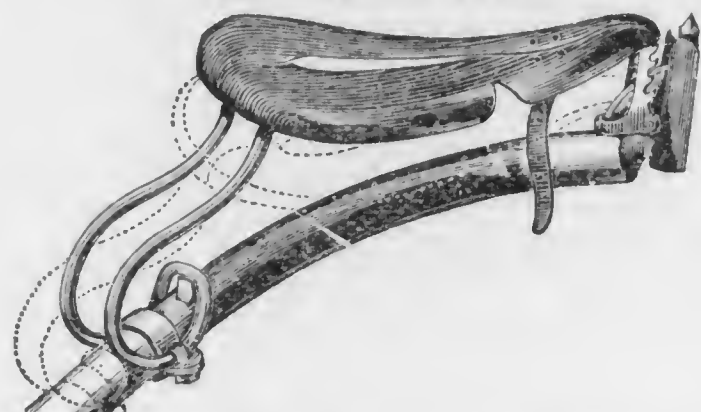
TEMPORARY POSTAL ADDRESS,

**H. W. GASKELL - - - 8 Pemberton Square,  
BOSTON.**



### THE LILLIBRIDGE

Bifurcated & Universally Adjustable Saddle  
Improved for 1885.

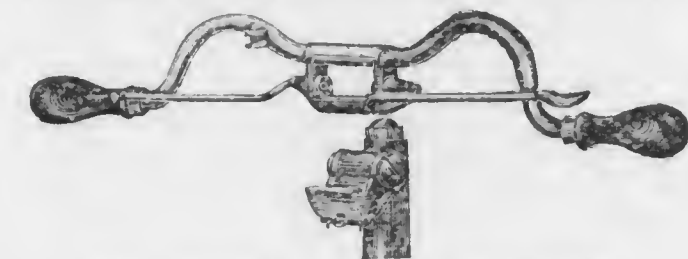


Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

Price, Nickel-plated, \$5.00; Japanned, \$4.00.

### THE NEW SAFETY BAR.

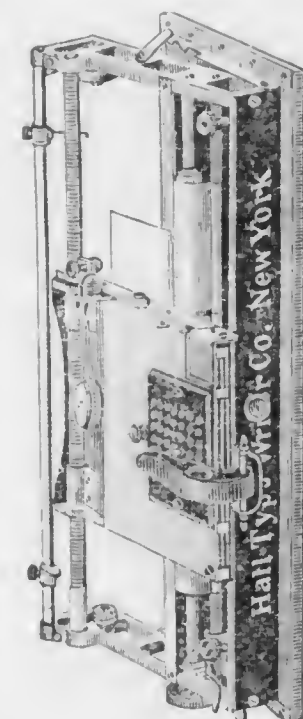


Greatly Improved, Simplified and Strengthened. The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

Price, Nickel-plated, with Brake and Lever, \$10.00. Ask your Dealer for them, or send for Circulars.

**FREEMAN LILLIBRIDGE**  
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**ZACHARIAS & SMITH,**  
NEWARK, N. J.  
BICYCLES and TRICYCLES,  
Lamps, Carriers, Star Cyclometer, Bags, Saddles  
and Bicycle Parts for both CRANK & STAR.  
DIFFICULT REPAIRS A SPECIALTY.



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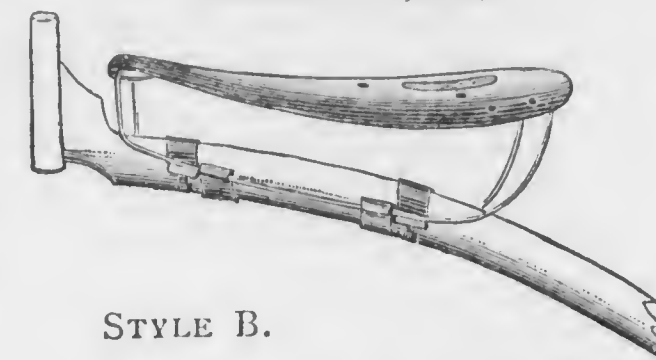
The latest, simplest, cheapest, and most complete Writing Instrument. Challenges comparison with others in every point. Every instrument warranted and sent free to any part of United States on receipt of price, \$40.

PRINCIPAL OFFICE:  
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New York.

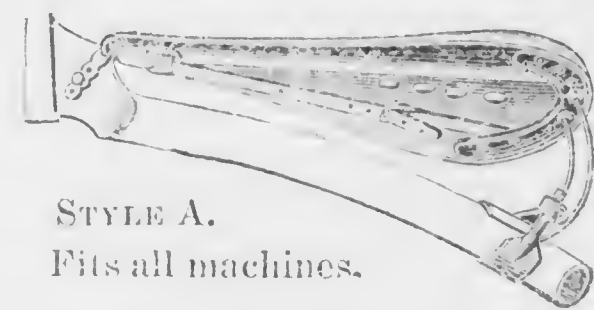
Agencies in all Principal Cities.

### THE DURYEA SADDLE.

Patented Feb. 19, 1884.

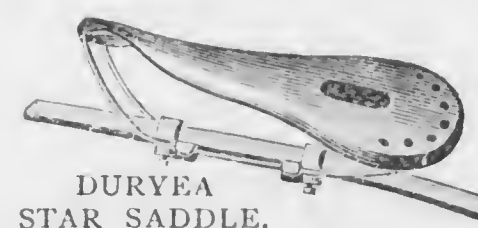


STYLE B.



STYLE A.

Fits all machines.



DURYEA  
STAR SADDLE.

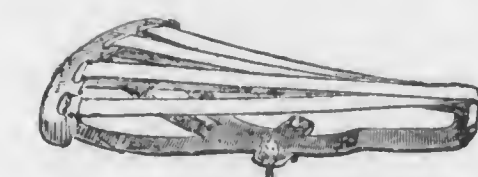
Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eek, Morgan, Higham, Yates; also Miles, Armando, and Sylvester, and all the flyers and long-distance riders. Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; It Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKEL-PLATED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. SPECIAL TERMS TO DEALERS. Reliable agents wanted. Remit by check, P. O. order, N. Y. Ex., or stamps.

**N. Y. TOY CO.**

Sole Licensees and Manufacturers,

14 Howard Street - - NEW YORK.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON. Brighton District, MASS.

### THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says: "In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,  
**H. B. SMITH MACHINE CO.,**  
Smithville, Burlington Co., N. J.



### THE BUFFALO HOME TRAINER.

Most Complete in  
the Market.

FITTED WITH

Saddle,  
Parallel Pedals,  
and Cyclometer,

That rings a bell at  
every quarter mile.  
Adjustable to any length  
of leg.

Price, Complete, \$40.00.

Send stamps for Circulars. Liberal Discount to Dealers.

**BULL & BOWEN,**  
(Successors to Bull & Haynes),

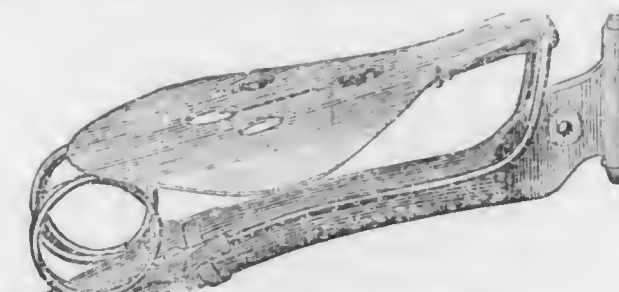
Makers of Accessories, and Dealers in Bicycles, Tricycles, Parts, and Sundries.

### REPAIRING A SPECIALTY.

Our facilities for doing all classes of work, such as Brazing, Painting, Nickel Plating, etc., etc., at reasonable prices, are unexcelled.

Out of town repairs solicited. Hersee Hall Riding School. Open from 9 A. M. to 10 P. M. Purchasers Taught Free.

Cor. Main and Chippewa Sts., Buffalo, N. Y.



### CRICKET.

Every Part Detachable.

Top easily removed and new one can be put on without trouble. Springs can be taken out and others of any sized wire, or any length, bend or shape, can be made and inserted in a few minutes by rider himself. Front spring drops from perineum, and takes up sag of leather produced by yielding of rear springs. For crank and Star.

**L. S. COPPER,**  
CLEVELAND - - - OHIO.

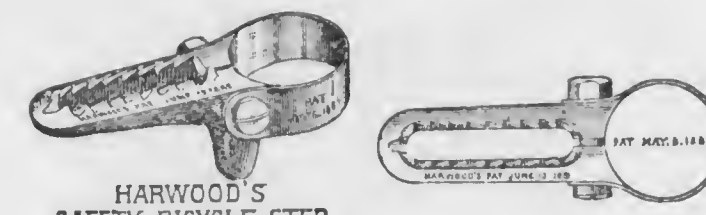


## CYCLING PUBLICATIONS,

ENGLISH AND AMERICAN,

ON SALE BY

**E. C. HODGES & CO. - - - BOSTON, MASS.**



HARWOOD'S  
SAFETY BICYCLE STEP

### Harwood's Detachable Safety Step

Fits any machine. No screw holes on backbone. Clips of various sizes, varying by one sixteenth of an inch. In ordering state whether the backbone is round or oval, and give diameter where step is to be placed.

Price, Nickel-plated, \$1.00. Liberal discount to the trade.

Extra Clips.....20

No. 2 Nickel-plated Safety for Expert.....75

No. 5.....75

Prices of remaining numbers reduced to.....50

No. 1, for Standard Columbia.....50

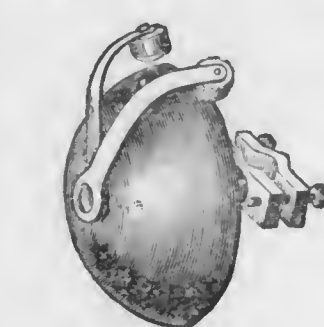
No. 3, for Harvard.....50

No. 4, for British Challenge.....50

Stamp for circular.

**G. F. HARWOOD,**  
Box 385, Worcester, Mass.

## Bells! Bells!!

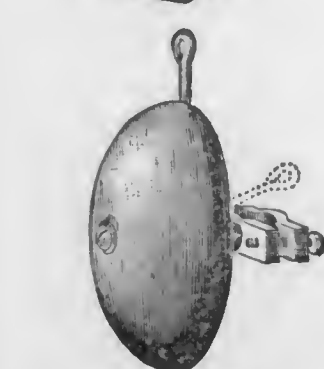


### Peerless Stop Bells.

SIMPLE,  
EFFECTIVE, CHEAP,  
GOOD.

No. 8, 1 Hammer - - - 75cts.

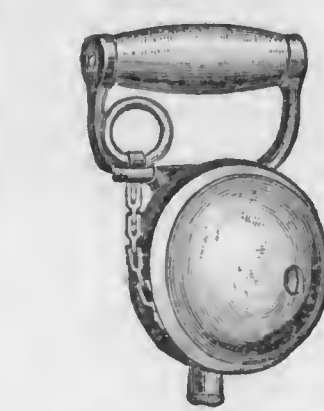
No. 9, 2 Hammers - - - 85cts.



### H. and T. Stop Bells.

The King of Stop Bells. Surprisingly Simple. Nearly equals our Automatic in effect. No Rattle. Out of the way. Stopped by Shifting Handle. Sure to Satisfy in Every Respect.

No. 10, \$1.25.



### Tricycle Alarm.

A Bell For Tricycles.

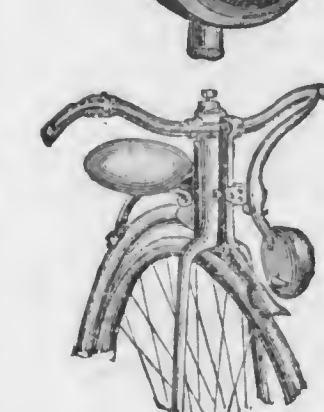
Equal to the

**AUTOMATIC**

For Bicycles.

One or a Series of Strokes at Will.

No. 7 - - - \$3.50.



### Automatic Alarm.

THE X-L-NT AND UN-X-LD BICYCLE BELL.

Sales extending to other

Countries. Copied by Foreign

Manufacturers. The

Most Successful Bell ever

made. Destined to become

the Standard Bell of the

World.

Nos. 1, 2, 3, 4, 5, 6, \$3.00.

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LOCKPORT, N. Y., March 18, 1885.

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H. D. KITTINGER,  
*Vice-President, Lock City Wheelmen.*

CLARKSVILLE, MO., Feb. 18, 1885.

I am so well pleased with the "Expert" which I purchased last spring that I cannot help saying a few words in its praise. I have run it 147 days, from June to December, and not one dollar have I paid for repairs, travelling a distance of over 1200 miles in that time.

E. A. CLIFFORD.

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J. M. KUHN.

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I am very much pleased with the "Expert"; it is, without a doubt, the handsomest machine we have here. The English can't compare with it.

ABBOTT THOMAS.

LEBANON, PA., Nov. 20, 1884.

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M. B. BLAUCH.

ST. JOHNS, MICH., March 27, 1885.

I have ridden the "Standard Columbia" for the past two seasons, and can attest of its merits as a roadster, having stood our rough Michigan roads. I have paid but twenty cents for repairs on it, which I think is a very good showing, considering the roads.

R. G. STEEL.

DES MOINES, IOWA, Feb. 23, 1885.

Having ridden almost every machine made, I find the "Expert" the best for our roads, and can recommend it to all fellow wheelmen.

C. B. COLBY,  
*Secretary, Iowa State Division, L. A. W.*

CANANDAIGUA, N. Y., Feb. 4, 1885.

Having used an "Expert Columbia" bicycle for some time, I take great pleasure in saying that the machine has exceeded my most sanguine expectations. I have used several other kinds and feel free to say that I do not believe your machines are equalled by any other manufacture.

F. W. BENNETT,  
*Clarksville, Mo., Feb. 18, 1885.*

UPPER MONTCLAIR, N. J., Jan. 23, 1885.

My "Expert," No. 3,777, that I bought of you on May 3, 1884, I have ridden 1,670 miles. The average miles per day is not great,—compared with other riders,—but, considering the work I did in that time, I call it good. These rides were over the poorest as well as the best of roads. I have ridden my machine in company from one to eight hundred. "The eight hundred" I rode with at the L. A. W. meet at Washington, D. C. I considered the "Expert" the finest machine in that parade, and if there is any truth in "a thing of beauty is a joy forever," we have found it in our silent steed, the "Expert Columbia." I have not only found it in the most beautiful in outline, but the stanchest in construction. I find that when out for a run the "Experts" don't delay the runs by "Hold on till I fix up!" but every instance is caused by other wheels. I rode my wheel to our country fair at Waverly last fall,—after the races were over; there were wheels enough to form a complete circle around the track. I had a good chance to see all the different machines, and my conclusion was that the "Expert" was "The Gem of Circle."

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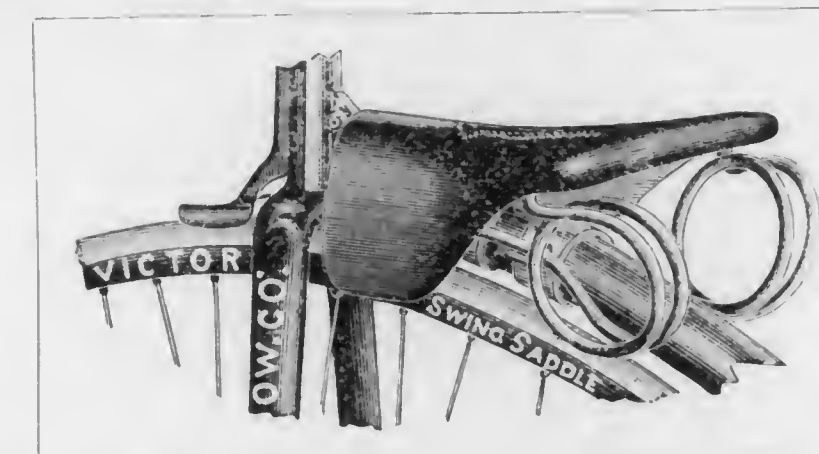
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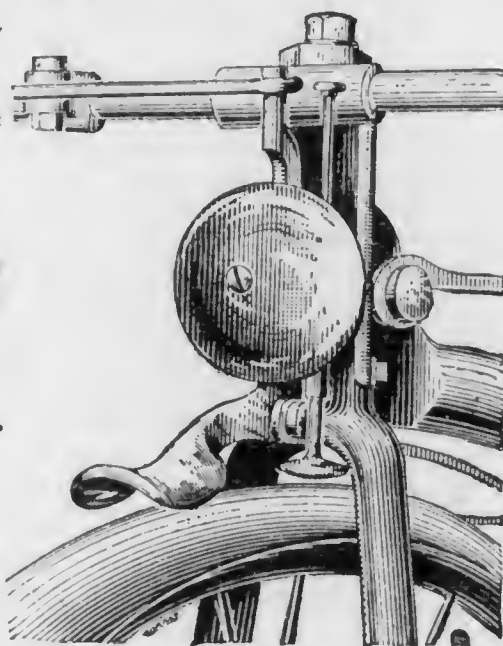
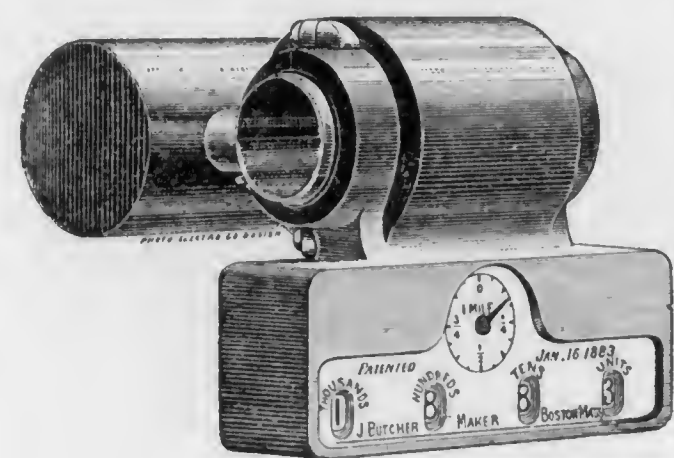
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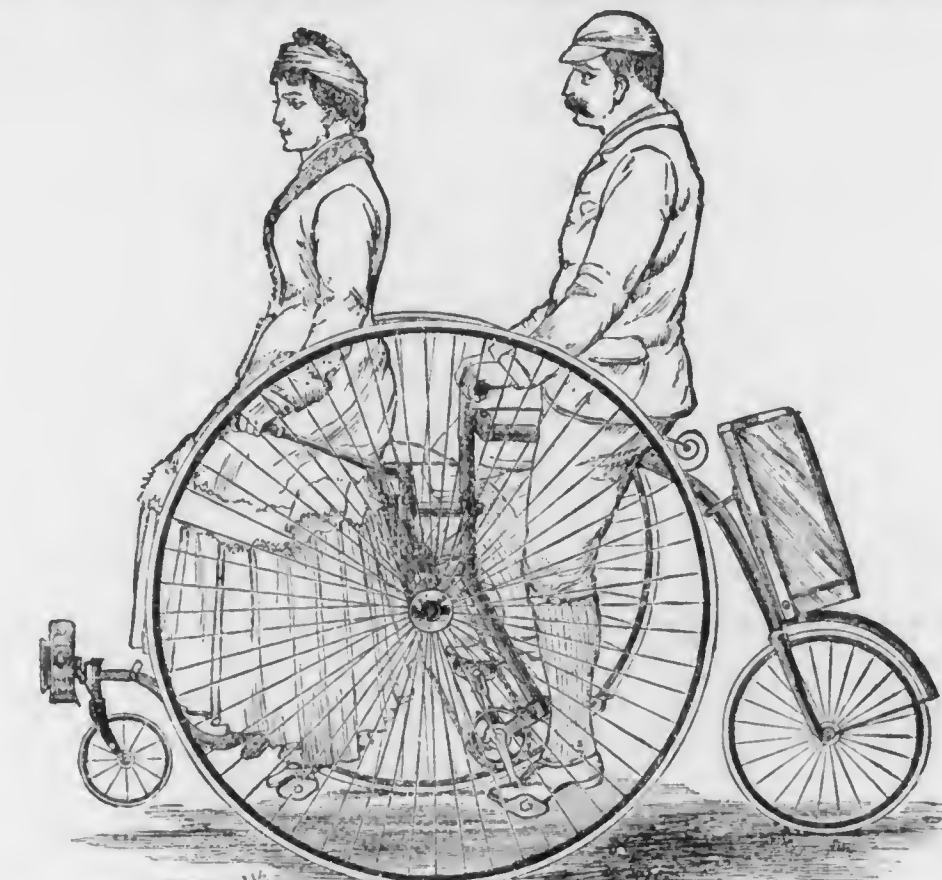
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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 17 APRIL, 1885.

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## CAVE CANEM.

THE banes of our cycling existence are "dogs." We think most wheelmen, especially those who ride bicycles, have a wholesome dread of these pests, and wish that every canine that rushes out barking, jumping and snapping at the flying feet of the rider could be forever exter-

minated. We were asked the other day by a well-known cyclist what one's remedy is in case he is attacked by a dog.

The statutes of this State, and we presume other States have similar ones provide, that "every owner or keeper of a dog shall forfeit to any person injured by it double the damage sustained by him, to be recovered in an action of tort." But as one does not, if he can help it, wait until actually injured, it is provided that "Any person may kill a dog that suddenly assaults him while he is peaceably walking or riding without the inclosure of its owner or keeper." By assault is meant, in our opinion, not an actual biting or jumping upon, but an attempt to either bite or jump upon when one is riding or walking without the inclosure of the owner or keeper of the dog. Any cyclist who is "assaulted" by a dog cannot only safely kill the animal, but would be doing a good act to do so.

WHEN the new State Division officers assume their duties, we hope they will have more frequent meetings, not only of themselves, but of the members of their divisions. If possible these meetings should be held where the members can reach them on their wheels. There is little to attract a wheelman when he has to go to the expense and tedium of a ride in the cars. Cyclists should use the latter as little as possible.

ALL the principal railroads leading out of Boston on the first of this month, decided to charge fifty cents for carrying bicycles twenty-five miles. While this is outrageously excessive, their utter refusal to take tricycles as luggage is of far more consequence, as it compels owners of three wheelers to put up with the delay, inconvenience and expense of expressing their machines. Some united action should be immediately taken to remove these restrictions. The Massachusetts division should take this matter in hand at once.

TANDEMS are becoming quite common on the roads; we saw the other day three in the course of a ride. Among them we noticed the only American tandem made, — the Brown quadricycle, with Brown himself on the front seat.

WE also met Mr. Whittaker, the holder of the one hundred-mile road

record on a Kangaroo, and had some conversation with him on dwarf bicycles. He confirmed our opinion that a small wheel does not make a bicycle safe, and that a large rear wheel and plenty of rake are necessary to secure safety.

WE suppose that after reading Karl Kron's letter we ought to "Sing 'Bah' to the dictionaries," and give up the use of the word cyclist, or else be regarded as a "gent." Though we certainly think a "gent" to be the most disagreeable of persons, we cannot find any good reason for preferring the word cyclist to cyclist.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

## Makers' Amateurs.

Editor Bicycling World:— Among all the hard words that are said against the "Makers' Amateur," let it be said in their behalf that they always ride to win, and the races in which they enter will always be decided on the merits of the men. I was at the Boston races last year when Gaskell and Chambers were running against each other and taking all the prizes, and I overheard a conversation between two leading wheelmen which gave the true state of affairs. Number one suggested to the other that it was a "put-up-job" between the two men to win an equal number of races and divide the prizes, and that the men were fooling the audience. Number two replied that this was not so, for, said he, "These men are riding for makers, and their positions depend upon their winning. Their employers are here and watching them, and they must win if possible. To bring these men here has cost a lot of money, and victories are the returns looked for by the makers. They do not dare to throw races." I think there is a good deal in what number two said, and it shows a condition of things better than we see in many sports where the selling of races is the rule rather than the exception. I believe the makers' amateur will give us better records and fairer races, and I also believe he should be a professional. If we elevate the professional, as you suggest, the makers' amateur will go into that class, and he will find it to contain the best racing men.

RACER.

Buffalo.  
Editor Bicycling World:— Gloria in excelsis Deo! The ice and snow have nearly vanished from our streets, and Buffalo wheelmen are happy once more.



The Buffalo Club has got League Meet on the brain. The entertainment committee meets every week, and the arrangements are getting on finely. Accommodations are to be provided, at reduced rates, for 1,500 to 2,000 wheelmen. We want them all to come, and if they don't have a royal good time it will be our first failure in the line of entertainment. Ask any cyclist who has ever been to Buffalo what kind of a time he had. We venture to predict he won't say a *monkey and parrot time!* And by the way, we're going to issue a programme that will make our brother wheelmen open their eyes. Buffalo, you know, is famous for artistic printing, and we shall have one of its very prettiest specimens. Further details will be given when the programme is ready for distribution!

Bull & Bowen boast a big boom in busted bicycles, which signifieth that their repair shop is full of work, and is proving to be the tallest kind of a success. Mr. Bull is engaged in compiling a road book of Western New York, and any assistance wheelmen can give in the way of route descriptions, names of best hotels, etc., will be gratefully received. He hopes to publish the book within a month, if he obtains sufficient encouragement. Mr. Bowen is experimenting with a new ball-bearing steering head, to be applied to a bicycle he is making for Dr. Dods, of Silver Creek. It promises to be successful.

There is much interest in cycling here as the riding season approaches, and new "candidates" are turning up every day.

P. X. Q.

#### MANUFACTURE.



The Cricket Saddle.

MANUFACTURED BY L. S. COPPER, CLEVELAND, OHIO.

The Cricket Saddle is a late candidate for favor, and it possesses many points of value which go towards making an easy riding and comfortable saddle. The general form of the saddle is well shown in the accompanying cuts. All parts are made detachable and interchangeable. The clip is new in design, cannot slip, and is handy to operate. It is provided with tubes or sockets, either hinged or solid, for the reception of the ends of the springs. By this arrangement, a single clip is all that is necessary while new

springs of any sized wire or coil, or of any length may be inserted at any time. The long spring may be in front or behind. The advantage claimed for the long spring is, that it yields outward and downward, making spring for the pommel, and removing the unpleasant sagging produced by the rear spring yielding inward.

The top is easily removed, and can be replaced by a new one when necessary. A thumbscrew regulates the tension, which is easily adjusted, but we would suggest to the maker a lock nut to the screw, for we never saw one of these screws that would not turn out itself unless thus secured. The attachment to the spring or backbone is shown in the cuts.

#### The Royal Mail Tandem.

MANUFACTURED BY THE ROYAL MACHINE MANUFACTURING COMPANY, BIRMINGHAM, ENGLAND, AND IMPORTED BY WM. READ & SON, BOSTON.

WILLIAM READ & SON have received a new Royal Mail Tandem which has many points not possessed by other machines of like kind. The tandem is formed by projecting a tube rearward from the left-hand side of the cross tube of the ordinary two-track machine and this terminates in the rear little wheel. Thus we have a projecting tube forward and another to the rear, the one carrying a little wheel to track with the right driver, and the other tracking with the left driver. The two-track principle is thus preserved even in the double. The seat for the lady is in the rear and the gentleman on the forward seat has command of the machine doing all the work with the brake and tiller. A hinge in the support to the lady's seat will allow it to be moved aside, and plenty of room is given to mount. In other respects the tandem is similar to the single, and it can be easily converted from a double to a single by the removal of a few bolts. Ball bearings to all wheels, and the pedals are characteristics of the Royal Mail tricycles this year, the roller bearings of last year having been superseded.

#### The Trade.

THE Coventry Machinists' Company has engaged a store in the new marble building on Columbus avenue, No. 239. The store is just at the beginning of the asphalt, and patrons will be able to try the machines to good advantage. Business will be opened early in May.

LOUIS H. GLAZIER, of this city, is perfecting a new safety bicycle which will combine the active principles of three machines, the Ordinary, the Kangaroo and the Star, while its appearance will resemble the Tandem. The merits claimed for it over the present style are absolute safety from "headers" or falls to the rear, as the rider will be seated mid-

way between two wheels of equal size; greater speed with less exertion, the power being transferred from the cranks to the rear wheel by a series of pulleys and endless chains which will also give greater power in hill climbing, lightness, durability, and simplicity in construction. Several well known and experienced riders in this vicinity have expressed their approval of its principles, and it is expected that the initial machine will be completed and on exhibition at the L. E. C. W. Meet at Beverly in May. Mr. Glazier is one of the pioneer riders of Salem, and has in his possession one of the first bicycles ever manufactured in America. — *Salem Telegram.*

#### NOVICE'S COLUMN.

##### Tires, Rims, Cranks, and Pedals.

TIRES of bicycles and tricycles are always of rubber, either rolled or moulded (preferably the latter) into a round, solid rope. They are stretched on to the rims and held in place, when on, by a specially prepared cement.

As the object of having the tire made of rubber is to lessen the vibration caused by the roughness of the road, the rider must choose whatever thickness of tire seems most suitable for his purpose. The thicker the tire the less vibration will be felt, and the longer the machine will wear, — but the weight to be carried will be considerably increased.

An addition of one eighth inch to the diameter of the tire will add several pounds to the weight of the machine. Tires are made varying from one half inch for a light racing machine, to a full inch, or even more, for a heavy roadster.

Hancock's Tires are made of two different kinds of rubber. That on the outside is white, tough, and fibrous, — calculated to resist the wear of the road with which it comes in contact, — while that on the inside, next the rim, is softer and strongly elastic, and by its elasticity holds the tire in place. Also throughout their whole length these tires have a number of narrow grooves with sharp edges, those on the outside prevent the tire from slipping sideways on greasy roads, while those on the inside, next the rim serve to give the cement a stronger hold on the tire, and thereby prevent it from coming off. Compressed tires are moulded into shape, and are compressed into the rims, not stretched on, and a process is used by which a chemical combination, as tenacious as the rubber itself, is made between the rubber and the rim. The result of this is, that a tire can be torn to pieces before it can be pulled out of the rim unless heat is applied. This method also gives a very springy tire, and one which is not injured by being cut by stones, etc.

The American Star tire differs from those above described in being  $\square$  shaped to fit the flat rim of the American Star bicycle. It is composed of three qualities of rubber. That on the outside very

tough and strong, to resist the wear and tear of roads; that on the side next the rim very strongly contractile, thereby holding the tire in place, while the centre is composed of soft, elastic, springy rubber which serves as a cushion to absorb vibration.

Rims, which should always be of steel, are solid or hollow. The solid ones are made of a single bar of steel rolled into shape. In section they are generally shaped like a new moon or crescent. In the middle they are about one eighth inch or more thick and taper to a fine edge at each side. This is one of the strongest rims in use, and is perhaps, more used than any other, but it is too heavy to be a favorite for light machines, and has been generally superseded by the several kinds of hollow rims.

Hollow rims are now used on nearly all light bicycles, and on many tricycles; they are of several kinds.

THE American Star has a solid rim, shaped very much like a T girder in section. The stem of the T being very short in proportion, and the top having upturned edges, some one-fourth-inch high, which hold the  $\square$ -shaped tire in place. As this tire is flat-bottomed, and the part next the rim is of strongly contractile rubber, it is not necessary to have a deep cup to hold it, as is the case with round tires. This is one of the stiffest and strongest rims in use, and very neat looking — in fact, perhaps the neatest — but it is heavy, and seems likely to be superseded by some form of hollow rim.

The Club Hollow Rim is made of a single tube of steel rolled into the shape of a U or crescent. It is about one half inch thick in the middle, and comes nearly to an edge at each side. It is of course hollow, and is light and strong. The Invincible double section hollow rim is made in two parts. One sheet of steel is rolled into a deep U section, and a much shallower U, like a saucer, is fitted into the top of it, and serves to hold the tire. The edges of the smaller cup are turned over outward and downward, so to overlap and enclose the edges of the deep U, and these edges are then carefully brazed together.

This is the most rigid and lightest rim in use; it is, however, liable to be cracked or broken by a blow.

Warwick's rim is made of a single sheet of steel rolled into the shape of a hollow crescent, rather broad in proportion to its depth, and having the two edges overlap each other considerably at the bottom where they are then brazed carefully together. The breadth of section gives this rim very great lateral stiffness, and the overlapping of the edges at the bottom gives a double thickness there, and consequently strength just where it is needed to take the pull of the spokes. Solid rims are stronger to resist a blow than hollow rims, but as they bend and spring more or less they are liable to break the spokes, while hollow rims are so stiff as to require little

support from the spokes, and consequently lighter spokes can be used; also, they are a good deal lighter; they are, therefore, fast coming into use.

The wheels of tricycles are just like bicycle wheels, only the hubs have to be wider in proportion to the diameter of the wheel in order to give sufficient lateral stiffness. Bicycle wheels are subjected to very little side strain, because the rider is always above the wheel, so the spokes take all the strain in the direction of their length. In tricycles, on the other hand, the rider sits *between* the wheels, and consequently any inequality of the road throws a heavy strain sideways on the spokes and is liable to buckle the wheels.

There is very little variety in cranks; they are simply flat bars of steel about an inch thick, where they fit the axle, and tapering to half an inch at the lower end. They are about an inch wide at the upper end or "boss" as it is called, then tapering for some three or four inches, then widened out to about an inch.

This widened portion is slotted for about an inch and the pedal-pin is fitted into it. Cranks are either fixed or detachable. Fixed cranks are shrunk on and then keyed to hold them fast. If this is done with care and the crank is made of *hard* steel, a very narrow tread is obtained, because the crank can come close to the fork, and it will break before bending, so there is no danger of its striking the fork. If the crank is made of soft steel and gets bent, it will strike the fork so the wheel cannot turn, so it must be straightened, and this is not easily done if the crank cannot be taken off. Detachable cranks are screwed on to the axle and then a key is put through the boss and is secured by a nut on the end. The way this is done is this: A flat place is filed on the axle and one side of the key is made flat to fit this; a hole is then made through the boss and the key driven through and a nut put on the end to hold it in. This requires more room than the fixed crank, but is more convenient if one wishes to get at the bearings or to take off the crank to straighten it. It is perhaps better for a rider to clean his bearings with kerosene, and not attempt to tinker with them otherwise; but as to straightening a bent crank, detachable cranks are, doubtless, more convenient where repairs cannot be had.

Cranks of central-gear tricycles are just like bicycle cranks and therefore require no further description. Side-gear tricycles, however, have a double cranked shaft; that is, a bar of iron or steel so bent as to form a pair of cranks and pedal pins in one piece. There is no need to describe this further, as almost all riders are familiar with its appearance or can see a picture of it in this paper.

Pedals consist of a steel tube about three fourths inch in diameter and about four inches long, having at each end an oval plate about three inches long and one and one half inches wide in the middle.

The ends of these plates are connected by two pins running parallel to the central tube and covered with rubber bars about one inch in diameter. This is the usual form, but sometimes the end plates are triangular and three bars are used. Also, some pedals have four bars, two on each side, this keeps the rider's foot from touching the central tube.

Rat-trap pedals resemble rubber pedals in shape — but have two steel plates with serrated edges in place of the rubber covered bars. Pedals run on a stout steel pin some five inches in length, which is fitted into the slot at the end of the crank and held there by a nut and washer behind.

Sometimes two or three holes are made in the end of the crank instead of a slot, and the pin is fitted into these. This holds the pedal very firmly, but does not admit of so free adjustment as the slot. To prevent the pedal pin from slipping to and fro in the slot — the back of the crank and the face of the washer are often slotted or corrugated — but if the nut is strong and well fitted there is no real need of this. It is a great convenience to be able to vary the length of crank throw, as for speed a short throw is more convenient — while for power a long throw is required. Cranks used to be made seven inches long, but now they are very seldom more than six inches long, and often less.

Pedals for side-gear tricycles are either made in two parts which are screwed together — or in some cases, where the bends in the shaft are not too sharp — the central tube of the pedal is made large enough to allow the pedal to be slipped on over the end of the shaft. The pedal runs on a pair of bearing collars brazed on to the shaft — a bearing being made at each end of the pedal — so the central tube of the pedal does not touch the shaft at all.

Ball pedals are rapidly taking the place of plain pedals, but it will be better to describe the latter first.

Plain pedals have the central tube case-hardened inside, and the pedal pin is also hardened, and both are made smooth as glass. The pedal is slipped on to the pin and secured by a nut. This is the easiest running pedal of any, if well oiled, but it does not retain the oil well, and when once worn out at all, — it rattles and cannot be adjusted. Coned pedals took the place of plain pedals. In these pedals, the end of the pin next the crank has turned on it a cone with its apex toward the outer end of the pin; the outer end of the pin having a thread on it, on to which a cone with the apex inward is fitted. The central tube of the pedal has the ends hollowed to fit these cones, so that when the pedal has been slipped on to the pin, the outer cone is then screwed on, and thus all wear can be taken up and rattle prevented entirely.

Ball pedals look much like coned pedals — but instead of having the cones on the pin come in actual contact with the hollowed conical ends of the pedal tube;



a number of small balls of hard steel are fitted in between these two coned surfaces and take all the friction.

The balls are held in place by caps, with felt washers to exclude dust, screwed on to the ends of the pedal, and all wear is taken up by screwing the outer, movable cone, further on to the pin. This gives perfect adjustment and makes a very easy running pedal. Ball pedals run easier than cone pedals, though not easier than well-oiled plain pedals when new. Their adjustability makes them great favorites with riders, and they also only require oiling at comparatively long intervals. There are many patterns of ball pedals, but I have described the principle which underlies them all, and they only differ in their means of adjustment, or in their arrangements for excluding dust.

Central-geared tricycles have the same kind of pedals that bicycles have; but side geared tricycles have ball pedals too, only they differ a good deal in their means of adjustment. They run on bearings at each end of the pedal, and are adjusted by altering the length by various methods not necessary to describe here. A few tricycles have ball pedals which are unadjustable, but they are generally double ball bearings, *i. e.* they have two rows of balls at each end, and wear an immense time. If the balls get worn too much, a new set of slightly larger balls has to be obtained. Some makers use rollers in place of balls in pedals; they run freely, but when worn they twist and jam in their cases, and as they cannot be adjusted they have not obtained much favor.

Bearings of bicycles and tricycles form the connection between the frame and the moving parts, and are the most important part of the machine. They will form the subject of a future paper.

L. E. E.

#### From Moosehead to Mt. Desert. AN INVITATION.

As this is the time of year when the wheeling tourist begins to lay his plans for the summer campaign, we take the liberty of calling the attention of all such wheelmen to the advantage offered by the third Maine bicycle tour.

Who has not heard of the great Moosehead Lake, away up in the Maine woods, the noble Penobscot, Maine's largest river, and the charming summer resort of Mt. Desert? From Moosehead to Mt. Desert is a straight-away ride of about one hundred and thirty miles, and the tour from one to the other is one that brings to view the largest lake, the highest mountains, the greatest river, the most beautiful watering place, and the finest scenery in the Pine Tree State.

It is proposed to make this tour by easy stages, with ample time to enjoy to the full all the pleasures held out along the way. We shall take it leisurely, loaf, and enjoy our souls, and each other's company.

Each day the distance held out will be such as can be accomplished with all ease, and three times a day will an ample meal, in a good hotel, be spread before the hungry wheelmen. We shall travel according to the following programme:—

17 July, we take train at the Eastern Depot, in Boston, arrive in Bangor the next morning, and after a few more hours' ride, on the Piscataquis railway, reach Granville at the foot of Moosehead. Here we take steamer, enjoy a sail of twenty-two miles on the broad bosom of the lake, and arrive at the Mt. Kineo House in time for dinner.

This great hotel, one of the largest summer houses in the State, is located on a small plateau which juts out into the lake, and behind which Mt. Kineo forms an imposing background.

In this beautiful spot we remain until the following Monday. We can sail in the light canoe, and climb to the top of Mt. Kineo, from whose summit the eye takes in the length and breadth of the great lake spread out below, and beyond which, on every hand, stretches the seemingly endless forest. Away in the distance can be seen the towering form of old Katahdin, the tallest peak in Maine. In the evening social amusements will be in order, and those wishing to hear marvellous bear and other hunting stories, will find the guides and trappers, who make the hotel their headquarters, eager to accommodate the credulous.

Monday morning we sail down the lake to Greenville, and make our first start on the wheel for the seacoast, one hundred and thirty miles away. But as this is our first day a wheel, and the road hilly, sixteen miles is all that will be attempted. Dinner time finds us at the Lake Hebron Hotel, in Monson. This is a fine house, located on the shores of a beautiful lake. The afternoon can be devoted to resting or visiting the great slate quarries. The following day we again travel but sixteen miles, stopping at the smart little village of Dexter. In the evening a dance for those who trip the light fantastic toe will be in order.

Our next objective point is the beautiful city of Bangor, thirty miles below. The roads are good, and as by this time we are well in riding form, the distance will be covered by four or five o'clock in the afternoon; dinner half way. Escorted by the local wheelmen, we shall enter the city with due pomp and circumstance, and proceed to the well-kept Bangor House, the best hotel in the city, and our headquarters while there.

The following day will be a red-letter day in the annals of the tour. In the morning a pleasant run, over fine roads, will be arranged for those who wish, and in the afternoon comes off the second annual race meeting of the Pine-Tree Wheel Club, who have fixed upon this date to accommodate our party, and cordially invite visitors to participate in a number of the various events. Maplewood Park has the finest surface for bi-

cycle racing in the State, and the races will be closely contested and highly interesting.

In the evening there will be a grand ball in Music Hall, given by the Pine-Tree Wheel Club, in honor of the visiting tourists. Right good fellows are the Bangor boys, and in their hands the affair cannot fail to be productive of great enjoyment to all who participate.

Leaving Bangor Friday morning we start for the city of Ellsworth, thirty miles nearer the coast, over a fine road, twelve miles of which can be ridden without a dismount. Ellsworth will be reached comfortably sometime in the middle of the afternoon, dinner having been disposed of half way. Here we put up at the American House for the night.

Saturday finds us en route for Bar Harbor, Mt. Desert, twenty-eight miles away, down by the sounding sea. Soon we shall scent the salt breeze of old ocean, and in a short time are gathered around the dinner table of one of Bar Harbor's famous hotels.

Here we linger till the following Monday morning, visiting the numberless points of interest—the Ovens, Otter Cliffs, Spouting Horn, Eagle Lake, and the top of Green Mountain, reached by the mountain railway, and from whose summit the broad Atlantic lies spread out before the eye, dotted with the white wings of commerce, and sparkling under the summer sun. Right beneath is Bar Harbor, gay with its fancifully painted summer cottages and hotels, from the gables and turrets of which float flags and streamers without number. It is a beautiful sight, well worth the ascent.

We have come by land, and will return by water, taking the steamer Monday morning for the finest scenic sail on the Atlantic seaboard. Following what is known as the inside passage, the entire voyage is like sailing on some broad river, and from the upper deck the party may watch the Green Mountains fade away like a dream, while incidents of the just-completed tour are talked over, while laugh and jest go round, while plans are laid for future meetings between those who but a few days previous were strangers, and till darkness settles over land and sea. Portland is made in time for the midnight train for Boston, and the tour is over.

It will be seen at a glance that the covering of long distances is not an object of this excursion. It is an actual fact, which may be a surprise to some, that the touring bicyclist enjoys grand views, sailing, rowing, dancing, and a good time generally, as well as other mortals, and that his sole object in life is not to roll up records. There will be wheeling enough, and it is the main object of the tour, but time will be allowed to "view the landscape o'er," to drink in the elixir of life with the balsamic odor of the pine woods, and the invigorating sea breeze; to loaf and be merry, to rest when we are tired, and to walk a hill when we can't ride. No order of riding will be observed

# THE AMERICAN RUDGE.

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**BEARINGS.** Rudge Unequalled Ball to both wheels, exactly like the Rudge Light Roadster.

**FORKS.** Elliptical; hollow to front wheel; solid to back; very rigid.

**HANDLE-BAR.** Curved, solid; same shape as fitted to Rudge Light Roadster.

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**PEDALS.** Heavily nickelled parallel, fitted with extra strong pins.

**SPOKES.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

*A few shopworn and second-hand machines in stock at low prices. Send for list.*

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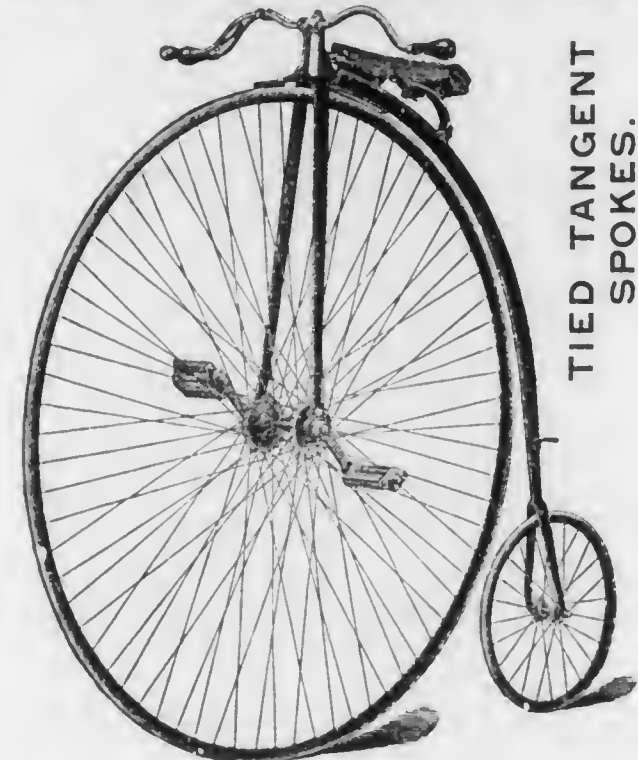
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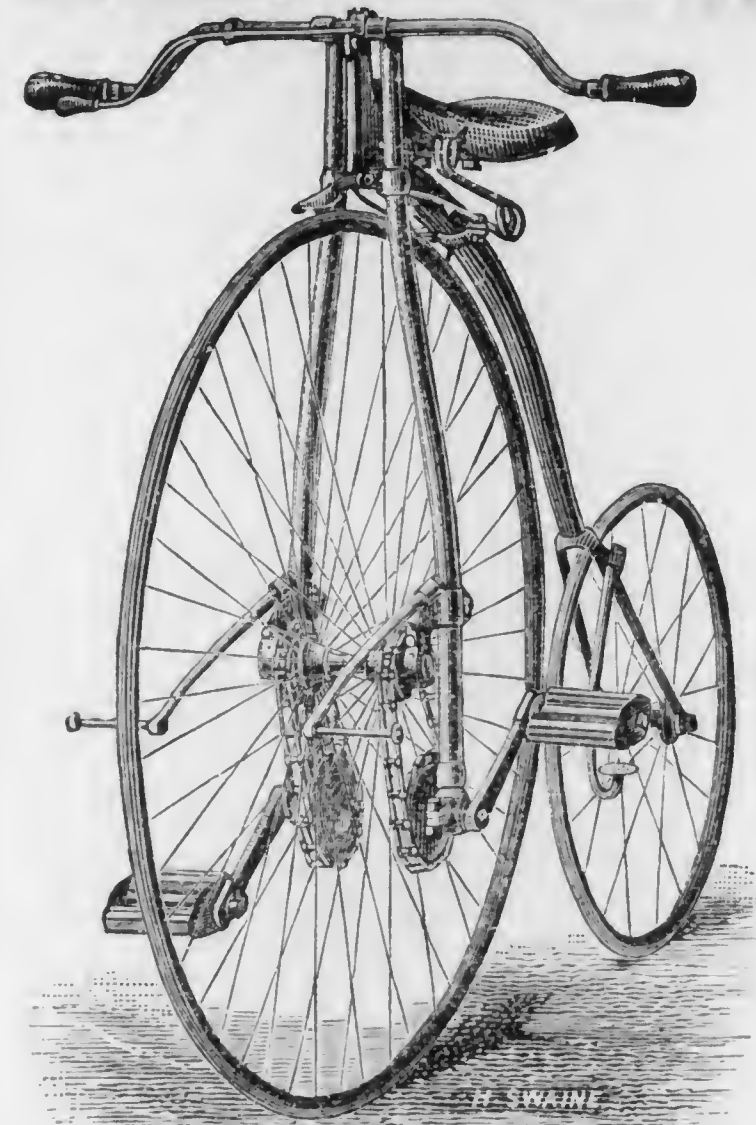
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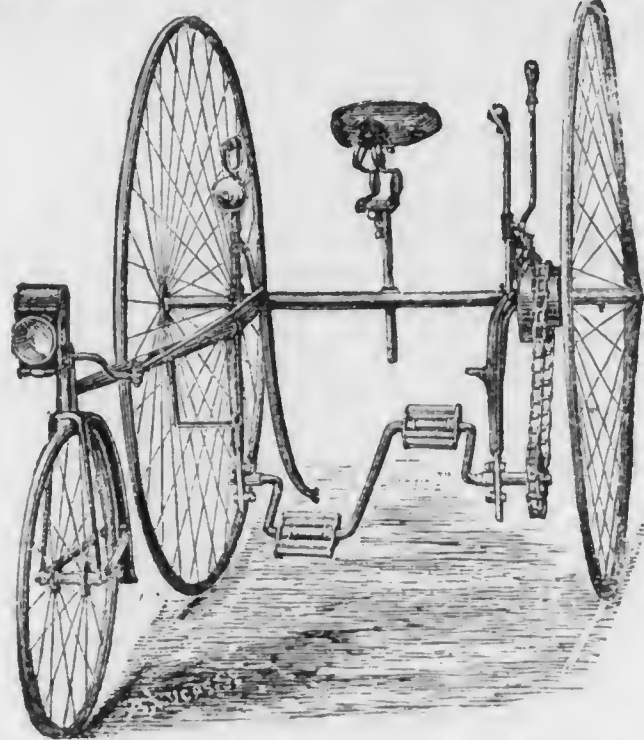
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Won the Records for 1884 for 1-4  
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Ten miles.....in 0h. 33 3/4m.  
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Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering **266 1-4** miles.  
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The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

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**YOU CAN BUY A  
NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
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**S. T. CLARK & CO. - - - BALTIMORE, MD.**

except when entering and leaving the principal places, as experience has proved that on tours through such a country as Maine it is best to have plenty of room between the riders, that each may pick his own road with comfort; the fast riders need not wait for slow ones until just before reaching the day's resting place, and the slower riders can choose their own gait, with the assurance that they have plenty of time to "get there," and will be waited for just outside the town.

This is the kind of tour that Maine has to offer, and all wheelmen who enjoy what is set forth above, are cordially invited to join us in our tour from the lake in the mountains to the mountains by the sea. We promise you the best of air and water, fine hotels, on whose generous tables rich cream, speckled trout, ripe berries, and crystal ice stand prominently forth, grand scenery, and a most hospitable reception all along the line of march. Maine is blessed with one of the best managed railroads in the Union, the Maine Central, whose management will do everything necessary for our comfort—special cars and reduced rates. The entire cost of the tour, reckoning from and to Boston, will be \$35.00. I shall be happy to receive communications from all wheelmen desiring to participate, and will send circular on application.

F. A. ELWELL,  
Box 2014, Portland, Me.

**CURRENTE CALAMO**

Rondeau.

TO S. C. F.

"WHEEL SONGS"! My poet, ah! had I  
Your light and dancing pen I'd try  
To write of it in tinkling rhyme  
With playful fancy and tuneful time;  
How gay would trip the numbers spry.

For Wit and Love here play "I spy"  
With joyous laugh, and prancing by  
They sing, as June were in its prime,  
"Wheel songs."

Send Cupid forth, a wheel to fly  
Through lanes and streets with 'witching cry;  
"Ye wheelmen, and lovers of rhythmic chime,  
Ye damsels, and ladies, come up betime;  
Ye gallants, haste; come buy, come buy  
"Wheel songs."

JOHN S. PHILLIPS.

MR. GEORGE D. GIDEON has been ordered South by his physician. He has been suffering from an affection of the lungs.

REPORT says that G. D. Baird, of the *Athlete*, is studying for college.

We dislike to see a man come into our office with a club of striking appearance, but the clubs that have been coming in of late strike us where we are tender, and we have got to like them.

In cycling circles we have what they call Down East, a "jiner," i. e. a man

who "jines" everything. We had a call from a man the other day who had "jined" the L. A. W., the C. T. C., the N. C. U., the M. B. C., the B. B. C., the N. B. C., the N. C. C., the H. B. C., the H. B. B. C., and a few more, and yet he finds time to eat his meals.

E. G. WHITNEY, of the Bostons, has ordered a "Cripper," tricycle.

A BOSTON firm has published a book entitled "Sixty Poets on the Wheel." It is a great pity the wheel did not break down while running at the rate of twenty miles an hour, and convert the riders into fall poets. — *Norristown Herald*.

MR. JOSEPH WHITE, managing director of the Coventry Machinists' Company, arrived in Boston on the "Scythia," Sunday morning last.

"This stuff isn't what it's cracked up to be," as the cyclist said when he struck a piece of fresh macadam.

MR. STANLEY HEARD, C. T. C. Rep. councillor for the S. W. D., is on a visit to New Orleans, where he has been doing good work for the International Club, as a glance at our C. T. C. column this week will show. Mr. Heard will attend the C. T. C. Meet at Cleveland on 18 and 19 May, and will visit Boston prior to his return to Old England.

CHAS. A. JOSLYN, of the Chase-Joslyn tandem team, has recently been elected town clerk and treasurer of the town of Leominster.

THE NEW Massachusetts Bicycle Club secretary enjoys the distinction of being one of the characters depicted in Louisa M. Alcott's "Little Men." Mr. Pratt is a nephew of the Concord philosopher, R. Bronson Alcott.

THE street commissioners have during this spring placed sign boards on all the main highways and cross streets in the Highlands (Roxbury), Jamaica Plain, and Brighton. These will be a great aid to the cyclist, and will offer a good opportunity for the consuls of this district to get in some of their work.

DR. G. F. HARWOOD, of Worcester, has gone to Bermuda for a health outing. He has been a great sufferer from rheumatism, and the trip is probably taken as a "safety step."

THE Boston Club rode to Bailey's on Saturday, but returned Sunday morning before the rain. A number of riders were caught by the rain, and rode home through the drizzling moisture.

"THE Cyclist Road Book of Boston and Vicinity," by A. L. Atkins, League consul for Boston, was issued last Saturday. It is a clearly-printed book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attrac-

tions, the points of interest, and the turnings are designated as right or left. The book fills a want long felt in this vicinity, for no other has gone into the subject so elaborately nor so thoroughly. Mr. Atkins points the way to every point of interest within twenty-five miles of Boston, and tells the distance and the usual condition of the roads. Every cyclist in Boston will need the book, and surely every stranger who comes to Boston should have one. We have arranged with Mr. Atkins for the sale of the book, and will supply them for fifteen cents each.

A VERY fast trip of one hundred miles was performed at Melbourne, Australia, on 1 February, by Messrs. Le Bis and Wagener, of Norwood. The cyclists started from Norwood, and journeyed to Gawler, thence to Gawler Belt, Sheoak Log, Daveystone, Greenock, Angas Park, Tanunda, Lyndoch Valley, and returned to Gawler, from whence they proceeded homeward. The whole trip occupied twenty-four hours, including eleven hours for stoppages, and thus only thirteen hours were really spent on the road.

**EXOTICS**

SIR JUSTIN GERALD AYLMER, Bart., of Donedes Castle, County Kildare, died on Sunday morning, 15 March, at Trinity College, Cambridge, England. His death was the result of a severe fall from a bicycle on the afternoon of Thursday, 12 March, when riding in the neighborhood of Cambridge.

THINKING of Easter and its concomitant joys to the "quiet corner" pot hunter, I am reminded of a little drama which was played last year, in which some ten unfortunate cracks figured, together with an astute handicapper. It seems said astute handicapper had, on the date of entries closing for a certain valuable bicycle race, only two local names before him. In order to make a race of it, the A. S. therefore privately and individually informed over a dozen good men of the certain first that awaited them if they entered. Ten riders were persuaded to give in their names, each, of course, understanding the event would be a perfect gift for him. On the day of sports (Easter Monday) these ten men met in the dressing room on the track. Tableau! As far as "pots" for seven of them were concerned, it was a case of—Not this meeting—s'm' other meeting. — *Exchange*.

THE twenty mile professional championship of England was run off at Leicester, 28 March. The four previous contests had resulted in equal wins for both Howell and Wood, therefore it was naturally thought that the race under notice would decide the ultimate destination of the trophy, which, by the way, takes the shape of a splendid gold chronograph watch. In all probability, additional interest would have been evinced in the race had Wood have sufficiently recovered from his recent accident for him to compete, but under the circumstances his



entry was not sent in, nor his name published among the probable starters. The race was a waiting one. Getting well into the final circuit, Howell rushed ahead, hotly followed by Lees and Duncan, the others quickly falling off. A magnificent race ensued between the three just named, the champion clearly leading until rounding the last bend, when Lees began to close up, and the struggle home resulted in a dead heat with Duncan four or five yards in the rear. The men finished in the following order: R. Howell, Coventry, 58-inch Rudge, †; F. J. Lees, Leicester, 58½-inch Humber, †; H. O. Duncan, Montpelier, 55-inch Rudge; F. DeCivry, Paris, 55½ Rudge, †; Clemenson, Newcastle, 55-inch Humber, †; Battensly, Newcastle, 57-inch Rudge, †; A. Hawker, Leicester, 57-inch Humber, †; Grose, Northampton, 53-inch Humber, †; A. G. Newton, Wolverhampton, 58-inch Rudge, retired. Time 1 h. 55.

UNDER the direction of the N. C. U., a danger board has been experimentally painted with an improved kind of luminous paint. Directions were given for having it erected on some hill in the north of London; also for another similar board to be erected in the South of London, in order thus practically to test the suggestion that danger boards throughout the country should be similarly painted.

### RACING NEWS

SAN FRANCISCO, 28 MARCH. — Tournament projected by W. D. Wilnot, and carried out under the auspices of the Bay City Wheelmen and San Jose Bicycle Club. It opened with a platoon of wheelmen, who went through a number of evolutions and then gave way to the drill corps of the Bay City Club. The corps occupied the centre of the Pavilion, and went through a number of graceful evolutions. The first racing event was a one-mile handicap race with F. E. Johnson (scratch), C. F. Thompson (sixty yards), and H. O. Tenney (twenty-five yards). Thompson started first, but Tenney soon overtook him and won the race in 3.21½. Then came Miss Annie Sylvester, who entertained the audience for upward of half an hour with trick riding. The next event was a two-mile handicap. The entries were G. T. Day (scratch) and M. Berolzheim (twenty yards). Berolzheim won in 6.50½. A pistol shot started H. S. Blood, W. L. Meeker and H. O. Tenney on a five-mile scratch race for the championship. Meeker proved the best man of the three, and crossed the line in 17.25½, with Blood second, and Tenney last.

A slow race of one hundred yards between Berolzheim, Gibson, Booth and Hill, was won by Hill.

Miss Sylvester then mounted the wheel for a half-mile ride against time. She crossed the string in 2.03½. Wilnot appeared on the track a few minutes

afterward and covered a half mile in 14½. He then gave an exhibition of fancy riding.

The principal event of the evening was a ten mile race between F. Cook and F. Johnston. There were eighty-five laps to be covered for the ten miles. On the thirty-first lap, or just inside of four miles, Johnston withdrew from the race. Cook continued and finished the ten miles in 33½. Appropriate prizes in the shape of medals were awarded to the winners.

JOHN S. PRINCE received a beautiful medal on the 2d from the Springfield Bicycle Club in recognition of his 2m. 39s. On the bar are the words, "World's record," and in a gold wheel below are letters of block gold, "2.39."

GRANT BELL, of Minneapolis, Minn., is out with another challenge, which he words as follows: "Wishing to establish the five-mile rink championship of the United States, I hereby challenge any and all amateur wheelmen of the United States, in general, and Chas. Frazier, of Smithville, N. J., in particular, to a five-mile bicycle race to be run in the Washington avenue roller rink, 23 April." We think a championship established by the Minneapolis racer will be of little value, and we will suggest that a number of championships established by the League, will be run this season, and the bold challenger will have abundant opportunity to meet the men whom he challenges, Charles Frazier in particular.

THE racing board has voted to establish the one-mile championship of Tennessee, and locate it with the Memphis Cycle Club, to be run at their tournament, 2 May.

The following is the programme of the Memphis tournament to be held 30 April, and 1 and 2 May: —

Five-mile professional, cash \$50 and \$25; one-mile amateur, time race 3.20; hurdle race; five-mile amateur, open; three-legged race; one-mile amateur, club championship; one-mile amateur, open; one hundred-yards running; two-mile amateur, open.

Second day: Three-mile amateur, handicap; one-mile amateur, heat one half mile; potato race; ten-mile professional, open, cash, \$100 and \$50; walking match, two miles; one quarter-mile amateur, without hands; two-mile amateur, open; spring-board exercise; one-mile amateur, open.

Third day: One-mile professional, open, cash \$45 and \$20; two-mile amateur, open; obstruction race; one-mile amateur, champion of the South; running race, two hundred yards; one-half mile boys, open; one-mile amateur, State championship, located by the racing board, L. A. W., value \$35; hurdle race; one-mile amateur, consolation.

Two prizes will be given in each event except the one-mile club championship, one-mile championship of the South, and one-mile State championship. Entries close 26 April, to W. L. Surprise.

Fees; Amateur events, \$1.00; professional, \$5.00.

The subject of a race track is now agitating the minds of the Indianapolis Bicycle Club, who hope to have the matter settled at an early date, when they will begin preparations for their race meet, to be held some time in June, in connection with the L. A. W. State meet. The dates will probably be 5 and 6 June, though not definitely settled upon as yet.

JOHN BROOKS has commenced to train for the season.

RACES are set down for 17 June and 4 July, at the Union Athletic Grounds, Boston.

### WHEEL CLUB DOINGS

BROOKLYN (N. Y.) CLUB. — At the sixth annual meeting of the club, held the 7th inst., the following officers were elected: President, Wm. F. Gullen; vice-president, Geo. Bancroft; secretary, Herm. H. Koop, Jr.; treasurer, L. W. Slocum; captain, H. R. Elliot; 1st lieutenant, F. B. Jones; 2d lieutenant, How. Spelman.

BALTIMORE. — At a meeting held 26 March, the Druid and Junior Wheelmen consolidated into one club, under the name of Junior Wheelmen of Baltimore, with the following officers for the ensuing year: J. C. Guggenheimer, president; C. Pliny Brigham, secretary and treasurer; Robert Molward, captain; W. C. Crawford, lieutenant.

LAWRENCE. — The annual meeting of the Lawrence Bicycle Club was held 6 April, and the following officers elected for ensuing year: President, Mahlon D. Currier; vice-president, E. Arthur Dean; secretary, Gay W. Currier; treasurer, C. F. Smith; captain, W. B. Segur; 1st lieutenant, A. M. Tacy; 2d lieutenant, J. Ed. Aldred.

MERIDEN, CONN. — The polo players of this district met at the rooms of the Meriden Wheel Club, on the evening of the 1st inst., and formed an amateur polo organization, to be known as the Meriden Amateur Polo League, and adopted the amateur rule of the N. A. A. The following officers were elected: President, Theodore S. Rust; vice-president, Fred F. Clark; secretary and treasurer, F. A. Stevens. The League has in its membership a large number of wheelmen who have lost their status at polo during the winter, and all of its members will be recognized as amateurs in polo circles, and also in wheel circles.

ST. LOUIS. — At the regular annual election of the St. Louis Ramblers, the following officers were elected for the ensuing year: President, E. R. Stettinius; secretary, A. K. Stewart; captain, Lindell Gordon; lieutenant, R. E. Lee.

THE Massachusetts Bicycle Club corporation has elected the following officers to serve for the ensuing year: President, Col. A. A. Pope; clerk, W. S. Slocum;

treasurer, Charles F. Joy; directors, A. A. Pope, A. S. Parsons, E. W. Pope, Henry W. Williams, and W. S. Slocum.

THE York County Wheelmen met in Saco, Me., and elected R. A. Fairfield, president; E. G. Dearborn, vice-president; J. Etchells, secretary-treasurer; captain, J. V. Dennett; lieutenant, B. L. Goodwin; bugler, E. Gironard.

THE Massachusetts Bicycle Club has voted to give a full-dress reception to club members and their ladies, at the clubhouse, on the evening of 29 May. The arrangements for this reception, which promises to be a brilliant social occasion, will be under the direction of Messrs. F. Alcott Pratt, A. D. Peck, Jr., and A. E. Pattison.

At the annual meeting of the Somerville Cycle Club, the following officers were elected for the ensuing year: President, E. H. Foote; vice-president, W. R. Maxwell; secretary and treasurer, George F. Steele; captain, H. S. Worthen; 1st lieutenant, Eugene Sanger; 2d lieutenant, G. G. Beals; bugler, W. F. Lovejoy; club committee, E. H. Foote, George F. Steele, H. S. Worthen, George Shaw, W. C. Conant.

THE Ixion Bicycle Club, of Providence, will give an entertainment at the skating rink, on the 17th of April, which will consist of a club drill, fancy, and burlesque riding.

THE Dorchester Bicycle Club have quite recently adopted a new uniform of dark brown, with standing collar, bearing the initial letters of the club name in silver. The whistle cord is of white cord. The officers are designated by the white braid on their caps, and silver wreaths and letters on the sleeve indicating rank. The new club room is to be furnished throughout prior to the May meeting. The newly-elected officers are as follows: Harry S. Kendall, captain; Warner Doane, 1st lieutenant; William Rhoades, 2d lieutenant; Fred W. Archer, secretary and treasurer.

THE Danvers Bicycle Club held their annual meeting on Monday evening, 6 April, and elected the following officers for the ensuing year: President John C. Brainard; vice-president, Samuel P. Dodge; secretary and treasurer, A. G. Allen, Jr.; captain, Frank C. Damon; lieutenant, E. J. Nightingale.

THE Providence Club has taken rooms in the Rose Building, where the members will be pleased to welcome any of their bicycling friends. They intend to have a twenty-five mile road race some time in May, also a series of races at Roger Williams Park, 30 May, which the other clubs in the vicinity will be invited to join.

THE Maverick Wheel Club, of East Boston, will hold, in connection with the Maverick Rifles, an exhibition at Paris rink, 29 April. The programme will include a bicycle club drill, a kangaroo bicycle race, fancy skating, and a game

of polo between teams from the Maverick and Chelsea Rifles.

LEOMINSTER (MASS.) CLUB. — Officers elected, 6 April. President, W. H. Chase; secretary and treasurer, Edmund Munsie; captain, E. E. Burdett; lieutenant, A. N. Litch.

THE Pennsylvania Bicycle Club received friends 16 April.

### CYCLISTS' TOURING CLUB

#### American Division.

FRANK W. WESTON, Chief Consul, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittering, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 31 Chestnut street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A special sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected.) Geo. A. Miller, 37 Carondelet street; A. M. Hill, 115 Canal street; E. C. Canning, 52 Union street; G. McD. Nathan, 173 Common street; J. C. O'Reardon, 199 Thalia street; F. Ziegler, care of Schmidt & Ziegler, and E. W. Hunter, 116 Gravier street, all of New Orleans, La.; F. H. Ruggles, 11 Central street, Boston, Mass.; R. Metcalf, 2208 Eugene street; W. W. Carpenter, Jr., 1805 Carr street; L. E. Cobb, 703 Channing avenue, all of St. Louis, Mo.; Geo. L. Weiss, Alden Station, Lawrence County, Pa.; Rev. Geo. T. Dowling, 645 Euclid avenue; and Edward W. Palmer, Jr., 134 Champlain street, Cleveland, Ohio.

APPOINTMENTS. — Consul for East Saginaw, Mich.; W. Seyffardt, 618 Genesee street.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

G. R. M., Providence. — Always glad to receive such things.

C. J. KERN. — No. Gaskell's and Kern's have appeared in *Wheel World*. 2. Have booked order. 3. Write to W. W. Stall.

J. A. E., Walnut Creek. — See our advertisers and our list of periodicals. Send for catalogues. Don't think you can get one for the sum you name.

F. E. D., West Randolph. — Fifty cents.

A. W. C. — We have used.

G. E. B. — We shall use.

L. S. K. — 1. Have heard of no change proposed. 2. 3. See 1. 4. Club, Humber, and Royal Mail tandem. All good. 5. Sociables: Salvo, Meteor, Dual, Coventry Rotary. Send for catalogues to the representatives of leading makers and you will get the points regarding all these wheels.

C. R. Donor. — Thanks. Will use.

H. A. Kern. — T. S. Webb and John Tacy. 200 1-16 miles, 17 October, 1884. Eastern Massachusetts roads.

E. M. Aaron. — Thanks for invitation.

L. L. A. — We have never tried it, but it looks to be free from what you fear.

### FIXTURES

17 April: Second annual race meeting Citizens' Bicycle Club, New York. Knickerbocker Rink, New York City.

30 April, 1 and 2 May: Tournament of the Memphis, Tenn., Club.

2 May: Spring Meeting of Y. A. Cricket Club, Stenton, Pa. Bicycle races.

23 May: Races by Ramblers Club, of St. Louis, Mo.

27 and 28 May: Tournament of Louisville (Ky.) Wheel Club.

29 and 30 May: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

30 May: Illinois State Division L. A. W. meet and tournament at Chicago.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley.

Road race of Buffalo (N. Y.) Ramblers.

Ixion road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

Annual meet of the L. E. C. W. at Beverly.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

3 and 4 July: Annual meet of the L. A. W. at Buffalo, N. Y. Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield.

27 and 28 August: Cleveland (Ohio) Club, annual races.

8, 9, and 10 September: Tournament at Springfield, Mass.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — 54-inch full-nickelled American Club bicycle, dropped handle bars, ball pedals, in splendid condition; cost \$165 a year ago; price \$110. A. R. DUNNELL, 186 Juralenion street, Brooklyn, N. Y.

FOR SALE. — One 44-inch Cheylesmore tricycle, nickelled and painted, \$65; this machine cost \$150; it has ball bearings, and in good order, and well worth \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 38-inch, bright and painted, drop handle-bar Standard, with ball bearings; this machine has not been run twenty-five miles, and is as good as new; \$90 cash will buy it. FRANK NOLAN, Box 335, Springfield Mass.



**FOR SALE.**—52-inch Shadow, nickelled with Harrington's enamel, ball bearings to both wheels, tool bag and tool, spoke grip, lock and chain, with bell; in excellent condition; price \$100. A. O. MCGARRITT, Springfield, Mass.

**FOR SALE CHEAP.**—One 52-inch Harvard bicycle, in good order. For full particulars address JAMES G. BRECK, Springfield, Mass.

**SEND TWO-CENT STAMP TO THE** American Bicycle Company, Springfield, Mass., and receive a catalogue of second-hand machines.

**FOR SALE.**—One 52-inch, bright and painted Special Challenge; this machine was new last season, and is in good shape; it has roller bearings, tool bag and tools; price \$75. W. Y. BRUCE, North W. W. W. Mass.

**FOR SALE.**—51-inch second-hand Star bicycle, Standard finish, 1884 pattern, with rocking pedals and power traps; in good condition; price \$45. Address BICYCLE, P. O. Box 206, Providence, R. I.

**FOR SALE.**—Pair of nickel-plated ball pedals, quite new, \$9.00. G. ALBERT, 1 Fayette street, Boston.

**BICYCLES FOR SALE.**—52 and 54-inch Ex-perts, enameled, \$110; 50-inch Premier, \$55. Call and examine our stock, or send stamp stating size, make, and description of wheel wanted; a large lot just received. R. J. BUTMAN & CO. Specialty in second-hand, 74 Tremont street, Boston.

**BICYCLE WANTED.**—48 or 50-inch. Address with full particulars A, this office.

**FOR SALE.**—A 40-inch Special Facile; been used but very little, comparatively as good as new; price low. Address W. A. HOYT, Ancram, N. Y.

**RUGGE TANDEM TRICYCLE FOR SALE** nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SALE.**—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

**FOR SIXTY-FIVE CENTS IN STAMPS** the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

**FOR SALE.**—One 51-inch full-nickelled second-hand Star bicycle; it has rocker pedals, and has only been run about one hundred and fifty miles, and is in fine condition; price \$70. Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One Premier tricycle; new last season; cost new, \$100, in nice order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 54-inch all bright American Star bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

**SEND SIXTY-FIVE CENTS IN STAMPS** to American Bicycle Company, Springfield, Mass., and they will forward you a nickel plated bicycle lock and chain.

**A LOT OF NEW SUSPENSION \$3.00** A hogskin saddles; for sale at \$2.25 each. By the AMERICAN BICYCLE COMPANY, of Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

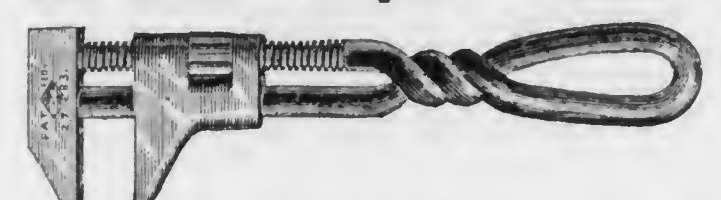
**ANY ONE THINKING OF PURCHASING** a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

**THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

### SECOND-HAND BICYCLES,

Roadsters, Light Roadsters, and Racers, Lamps, etc. Specialty in these articles. Machines sent on approval. Enclose stamp for particulars, stating size wanted. C. J. HERBERT DIAMOND, P. O. Box 2434, New York.

### The Acme Bicycle Wrench.



The Strongest, Lightest and Best Bicycle Wrench on the Market. Jaws Hardened; all Steel.

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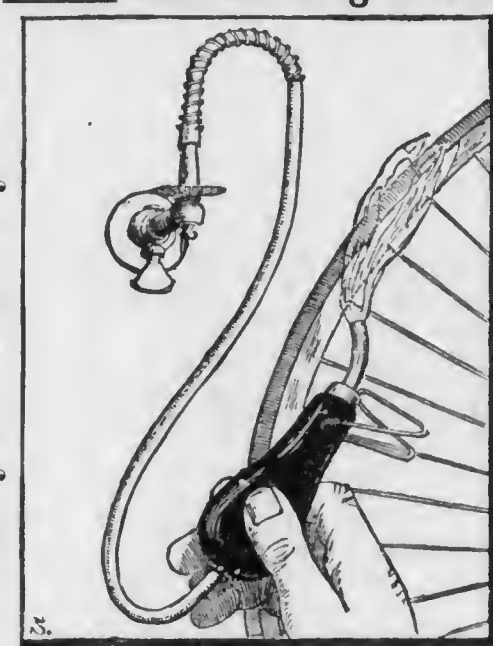
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W. W. STEEL,  
Rector of Calvary Church.  
BATAVIA, ILL., Nov. 19, 1884.

Would not take its weight in gold for it and be without it.

W. H. HARMAN.  
ANDOVER, N. Y., July 21, 1884.

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Yours truly,  
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# THE Bicycling World

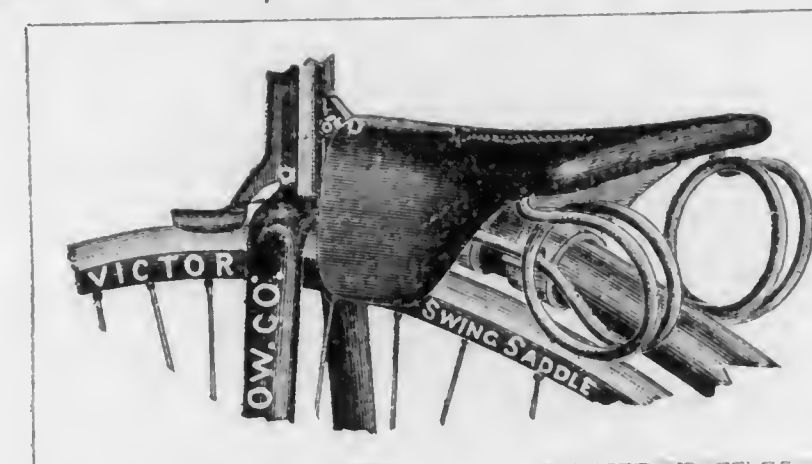
Devoted to the Interests of Bicycling and Tricycling.  
Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 24 APRIL, 1885.

Volume X.  
Number 25.

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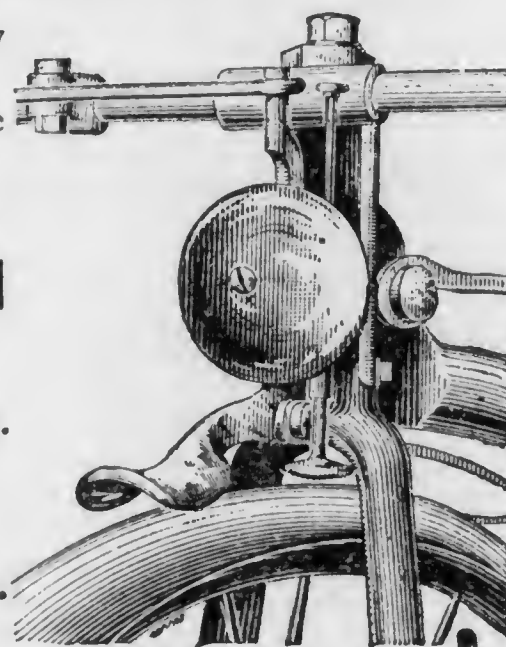
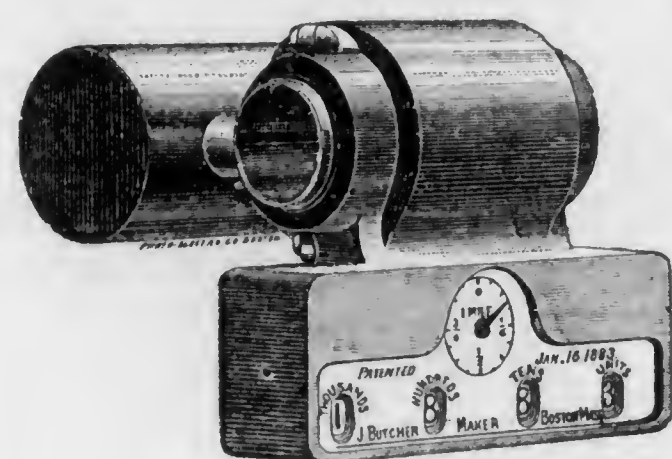
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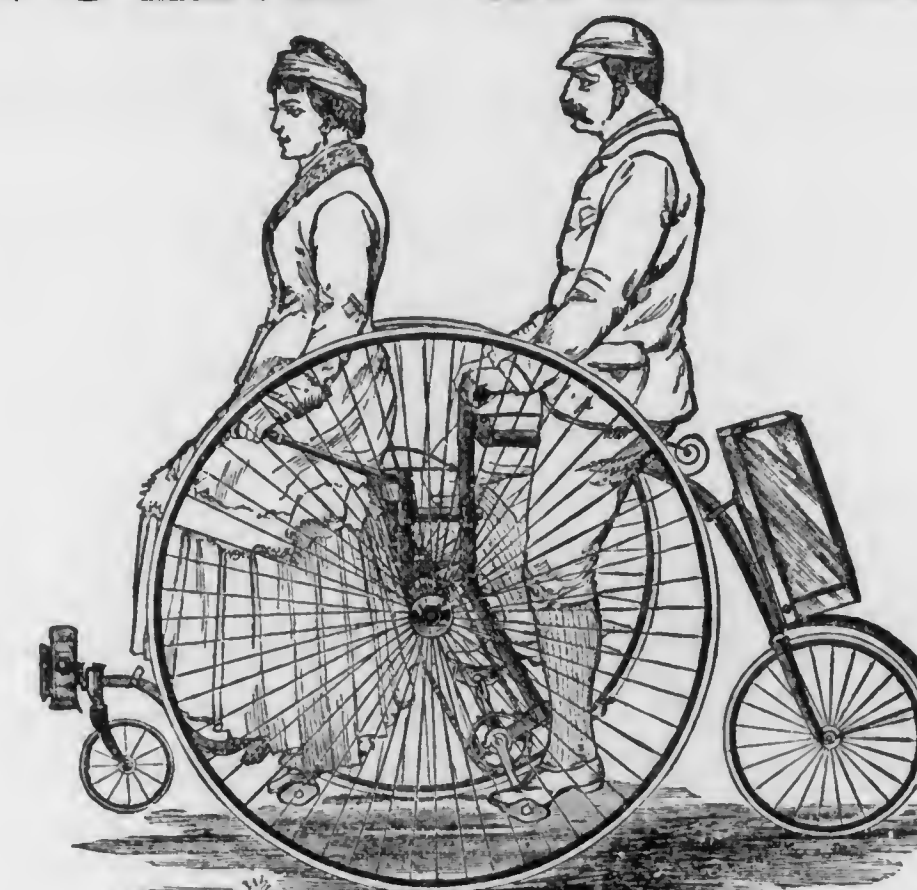
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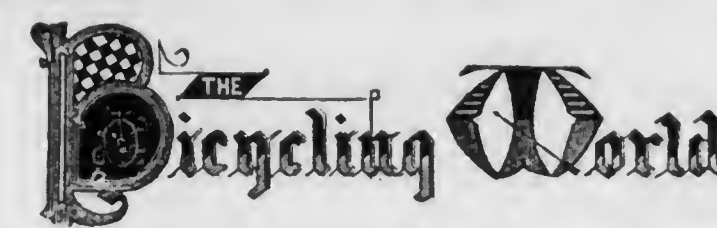
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J. S. DEAN . . . . . } EDITORS  
ABBOT BASSETT . . . . . }

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 24 APRIL, 1885.

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**A BICYCLE GEAR.**

IT has been the policy of the cycling press, at least that branch of it that treats of practical matters and the practice of the best makers, to keep the ordinary bicycle as simple as possible, to abjure the introduction of anything

like complication, and to discard all contrivances that seemed to burden the machine. A few inventors have brought out devices which were designed to revolutionize wheel construction, and render the bicycle a more useful and speedier machine. Such of these as have seen the light of day, been subjected to the criticisms of a discriminating and intelligent public, and put to the test of use, have been found sadly wanting in all their claims to recognition. Indeed the bicycle, and by bicycle we mean the bicycle, and not any two-wheeled vehicle, is to-day more simple and more efficient than ever before. Certain dwarf and safety machines geared up for speed have of late met with considerable favor, and are undergoing the test of actual use. Now comes a writer, in the last number of *Outing*, who advocates the fitting to the bicycle of a device which will allow an ordinary-sized wheel to be geared down for power. He mentions thirty-six inches as the minimum, though it is fair to presume that any other gear would be as easy to obtain. This device, he says, has been submitted to his inspection, and appears not only satisfactory, and meets with his approval, but he argues that it is desirable. He says: "The inventor seized upon a system of gears long familiar to machinists, and by a simple adaptation of parts, produced the requisite result. The only extra room required is a deeply-recessed hub on one side of the wheel. No extra width of tread is required. No sacrifice of symmetry of build is involved, and the added weight is insignificant. When the machine runs level, no added friction appears, and, at the option of the rider, a turn of a button rising from the front side of the left-hand fork, immediately changes the speed from level to a 36-inch speed. The return to normal speed is accomplished by the reverse movement of the button, the change taking effect immediately, and it may even be accomplished without removing pressure from the pedals. A further motion of the button allows the pedals to run free, converting them into a foot rest for descending hills." We do not want to criticize this device until we know more about it, but we doubt if it is wanted, even if it will accomplish what it is claimed it will. If the change from one speed to the other produced anything like the motion such devices as we have tried on tricycles do, we feel that it would

prove extremely dangerous on a bicycle. If when the pedals were at rest, and the contrivance was put in gear, we feel certain that from the sudden rotary motion which would be imparted to the cranks a header would probably follow. The weight is said to be insignificant, but that is a matter of opinion. "It affords the desideratum for hill-climbing," but this assertion assumes that something is needed to aid the bicyclist in climbing hills, and assumes too much. The hills one meets are so very few in most sections that, instead of being a "desideratum" for climbing, they would be a nuisance. There are times, when a bicyclist wishes he had a horse and buggy to carry him and his machine, but those occasions are rare, and so, we think, would be the times when a power gear would prove of value. We do not wish to do this invention an injustice, to condemn it unseen, but we view with distrust, and we maintain, not without reason, any device that will destroy the beautiful simplicity of the ordinary bicycle.

THE last number of the *Wheel World* contains a drawing of a couple of scorchers on a tandem tricycle, hotly pursued by a rider of a single machine, which is a "picture." It is by all odds the best drawing of a machine at speed that has ever been presented to the public. G. Moore is the artist. It illustrates the text of Webb's (the famous John O'Groat's man) story entitled "Beating Record."

AND now comes forward the *Wheel* with the time-worn argument that because the professional ranks now contain men who resort to tricks and unworthy expedients to win races, there can be no elevation of the professional. This is the narrow view that has obtained in athletic circles for years, and to which we can attribute the present state of affairs. America has to a large extent thrown off the caste system, and she has opened the avenues of progress to the artisan, the laborer and the mechanic. She has dignified labor. Contrast the workingman of America to-day with the workingman of any other country, and see just the difference between the professional of to-day, with the stigma upon him, and the professional under that better condition of things which we are bound to see in the future.



If nothing else, the Racing Board is an educator. The wheelmen of various sections of the country have been made to know the existence of an amateur rule, and have been made to see the difference between the amateur and the professional. Wheelmen of the Southern States have been competing, without regard to the status of wheelmen, and the Board has a large budget of charges which are now being investigated. We will venture to say that when they get done the South will know just what an amateur is, and what is to be expected of him.

In regard to those men who have become professionals through connecting themselves with professional polo clubs, we think the Racing Board should adopt an amateur definition, to be accompanied by a list of explanatory clauses; make this retroactive, and then begin all over again. —*Wheel.*

The Racing Board has no authority to adopt an amateur definition. That is for the League to do. The Board executes the law as made by the League. Again, the League has no jurisdiction over the game of polo. A man cannot be an amateur wheelman and a professional polo player, and the League cannot make him an amateur polo player.

#### THE LEAGUE'S POLICY.

#### WHAT IS NEEDED TO MAKE IT A SUCCESS.

#### Various Opinions from Different Sources.

THE League of American Wheelmen has reached a position when there is need of pursuing a vigorous and well-defined policy. The following opinions are in reply to a query put by us as to what policy should be pursued to secure the best practical results, and secure the greatest general support. Dr. Geo. E. Blackham, of Dunkirk, N. Y., thinks that to obtain the best results, the League should

*First.* Issue a Declaration of Independence. Cut loose from the N. A. A., and all other organizations whatever.

*Second.* Modify our Amateur Rule. We must do this or lose most of our best men — some of whom must be expelled if the present rule is enforced, and others will leave in disgust at such foolishness.

I am inclined to accept as the best practicable modification that proposed by Prof. A. C. Richardson, in your issue of 20 March, 1885, but I would omit Section 11.

I utterly fail to see why anything should make a man a professional cyclist, saving and excepting competing or exhibiting for money or other valuable consideration not in the nature of a trophy.

Teaching cycling either for pay or for profit should not professionalize. Think of an organization whose avowed purpose is to spread a knowledge of and increased

interest in cycling, kicking a man out of its ranks because he devotes his whole time to, and makes his living by, instructing neophytes in the art. Is not this absurd? And then to cap the climax, admitting to its ranks the man who owns the school and shares in the profits of the teaching, and who, being the principal, is jointly responsible for the acts of his agent and employee according to the well known common-law rule, "*Qui facit per alium facit per se.*"

*Third.* Change our tactics in reference to racing. Instead of making it the chief thing, acting as it were the end and aim of all cycling, "the flower and quintessence of our time," give it a place on the back seat, where it belongs, as an

UNFORTUNATE BUT UNAVOIDABLE thing which must be regulated, but should not be encouraged.

Put our feet down hard on the spirit of professionalism, by discouraging races for costly prizes. If our young men must sacrifice life and health in a foolish struggle to beat somebody or something, let us at least idealize their sacrifice by freeing it from all admixture of sordid motives. A bronze medal suitably inscribed, which the victor may retain, not on account of its intrinsic value, but as a lasting memorial of his prowess, is the most costly thing an amateur should be allowed to compete for. The pot-hunters who

"Keep the word of promise to the ear,  
But break it to the heart,"

and ride for dollars' worth, though not for dollars, will kick at them.

Let 'em kick, they are professionals at heart, though they keep within the letter of the present law.

Having done this, let us make our League government more representative, so that legislation may not be chiefly confined to those whom time or circumstances permit to attend the Meet. Let our consuls be elected by the wheelmen within their districts. Let them elect a chief consul and the necessary representatives, and these (chief consul and representatives) constitute the State board, with power to elect secretary and treasurer, and appoint committees.

Let the chief consuls and representatives of all the States constitute the National board, but let any chief consul or representative have authority to accept the proxy of any or all his fellow representatives from his own State division.

Then we would have a regularly organized organization, in which each member's influence could be felt, whether he could afford to attend the Annual Meet or not. The Annual Meet would cease to exist as a legislative affair, and become in theory, as it is now apt to become in practice, a general reunion for good fellowship, mutual acquaintance, etc.

With such an organization we could go on with the proper work of the League, viz.: The encouragement of cycling, protection of wheelmen (and women) in their rights, improvement of highways, etc.

Some such programme as I have here outlined *must* be adopted if the L. A. W. is to continue. We have waited patiently, knowing the difficulties in the way, and hoping, from year to year, that something more practical would be done, but, with the exception of Burley Ayers and his Transportation Committee, we have no results of any practical value, and now Burley has been read out of our ranks, with a "recommendation to mercy."

*This kind of foolishness has got to come to an end this year, or*

"GOOD-BY L. A. W."

and "Ha for the C. T. C." or any other organization that will give us bread instead of stones.

EDWARD F. HILL, ESQ.,

of Peekskill, N. Y., chairman of the Membership Committee, concisely states his ideas, which are as follows:—

1st. An absolute and positive ruling on the amateur question, which shall leave no room for question or doubt, and which shall place the L. A. W. on record as an amateur organization now and for all time.

2d. New constitution and by-laws, or such revision and amendment as shall make the present ones equal to the needs of a rapidly-growing League.

3d. A simpler mode of procedure in all departments.

4th. More effective division organizations and more positive control over their territory by State divisions.

5th. A corps of officers, from president to

CONSULS WHO HAVE NERVE,

and plenty of it; ready to work hard and earnestly, and take kicks in lieu of salary and commendation.

TREASURER STEPHEN TERRY

takes a dollars-and-cents view of the case, as follows:—

Owing to absence from home, your postal of 14 March was not received by me until 11 April. In my judgment, the best policy for the L. A. W. to pursue is to "put money in its purse." To enable it to "defend and protect the rights of wheelmen," a fund should be accumulated, which the Finance Committee could draw upon at any moment. The condition of the treasury has never been such, during my acquaintance with it, that the president and his associates could feel justified in assuming a firm, defensive attitude in behalf of a member. Money is power, and so is the inspiration of its possession. My opinion is that we must either increase our dues, or cease dividing them with the divisions.

H. E. DUCKER, ESQ.,

boils down his ideas into a few words, as follows:—

We must make the League more popular, and adopt a more conciliatory and conservative course of government.

Elect only such men to office as have the requisite ability, and not elect them

because they are good fellows, or make an imposing appearance when on parade.

Have the League rules such that the body should be a government of wheelmen, governed by the wheelmen, and for the benefit of wheelmen only, as relates to equal rights on the road, touring transportation, securing justice to wronged wheelmen, and the advancement of cycling as a means of practical locomotion, and a healthful and permanent exercise for ladies and gentlemen, and to place cycling, as a sport, on a higher basis than that attained by other sports.

A WELL-KNOWN WHEELMAN,

who was not invited to give his views by card, but responds to the general invitation we put out, thus tells what he would like to see:—

I would like to see the division come up and the National body go down. Let the National body be a figure head only. Give more power to the divisions. Let them do the work. Let each division be an organization in itself, and let it send delegates that shall form the National body.

Let the National body legislate for the good of all, draw rules, etc., and let it take steps to defend the rights of wheelmen.

Let the divisions work in their own States, and may there be such a rivalry that much good work may result. Give up the official organ. If notices must be got to the members, send duplicate copies to all the cycling press. There is little doubt that they will be published.

Publishing the names is a farce. Let applicants sign a blank and be endorsed by two or three members. Work with the athletic societies to protect the amateurs from professionals. Give up the monkey-business of parading.

FROM MISSOURI.

Our next correspondent writes from Missouri. He departs from his text somewhat in telling what the L. A. W. has not done, rather than what it should do, but perhaps he intends to point the moral of his sermon in his concluding remarks relative to the A. M. W. He says:—

It is about time for the officers and members of the League of American Wheelmen to meet and consider what is best to do the coming year, and it would be well for them to state what good they have done in the year about to close.

There are wheelmen who are members of the L. A. W. in most every State, and the States west of the Mississippi river have their proportion. Take for example the wheelmen in California. Now what earthly good has the League done the wheelman who paid his dollar for membership? Positively none. It cannot point to a good deed or anything it has done for the Western wheelmen, except collect their shekels.

One man in the League has done more good than all the officers put together, and that is Burley B. Ayers, of Chicago. I believe in giving honor to whom honor is due, and it is due to him,

not the L. A. W. He got it individually, irrespective of the L. A. W.

It don't matter whether a cyclist be a member of the L. A. W. or not; he gets his wheel carried free, not because there is a L. A. W., but because he is justly entitled to the transportation, and Mr. Ayers first brought this matter to the front. Can it be said the L. A. W. has ever done any good as a body or League? No, it has not; several of its individual members have distinguished themselves.

Did the L. A. W. have the Kentucky Legislature repeal the law prohibiting bicycles being used on the roads in certain parts of the State? No. The individual wheelmen came nobly to the front, and raised money to defray the expenses of a first-class lawyer, and have him represent the wheelmen of that State.

Has the L. A. W. ever influenced a State Legislature to enact laws that would benefit wheelmen? No.

The L. A. W. can say it gives an annual race, but does that promote cycling? Not at all.

Our fast men do not rely on the League races for money, honor or glory. Is it any better to win the League one-mile championship than to win the one-mile at Springfield? No.

Again, why do they draw a line and have amateurs and professionals? Why not let such men as Prince, Woodside, Morgan, Frazier, and others, belong to the L. A. W.? Because one man races for fun and another for money, there is no reason why they should not be on equal footing. They are wheelmen; and if I am not mistaken the League is for the purpose of promoting cycling, and not fast time and records; that does the average wheelmen no good. The League shows big numbers on its rolls, about 5,000; but will the treasurer please state how many have paid up and justly belong?

It is not what it seems. The wheelmen of St. Louis and other cities in this State dropped the L. A. W. last year. They had paid it over \$500, and never got a smell of the benefits.

The Association of Missouri Wheelmen is now about to enter on its second year, and it has and is still doing good for its members. It has provided signboards: it has gotten free transportation for its members bicycles; it has caused the arbitrary laws of some of the towns in this State to be repealed. It has and will protect the right of its members, and it does not exclude a member because he races or gives an exhibition for money. And if wheelmen want justice they must work up their State associations, and not the L. A. W. We need reform, and as our government is now undergoing a reformation, so let the League of American Wheelmen.

SAMUEL T. CLARK, Esq., of Baltimore, Md., has been in Boston the past week.

#### The Wheel Wins.

A case of considerable interest to wheelmen was tried before a jury in Justice Fosselman's court Saturday, 11 April. Some few days ago a team of horses belonging to Mr. L. F. Steelman, who resides in the vicinity of Curran, were frightened by a bicycle ridden by Mr. Edgar S. Barnes of this city, and they broke their fastenings and ran away. The wagon and harness were somewhat damaged, and one of the horses was slightly crippled, hence suit was brought against Mr. Barnes for \$100 damages. Mr. N. H. Turner appeared for the prosecution, and Mr. J. M. Grout for the defence. After a full trial, the jury returned a verdict in favor of the defendant. —*Journal, Springfield, Ill.*

#### Professionals at the South.

"MARCHING through Georgia" is a familiar song, and that is precisely what the champion, Prince, and myself are doing at the present time. Yes, marching through Georgia, not for the purpose the gallant Sherman had in view, when his victorious Northern troops made the pine-clad hills ring with clash of sabre and thundering of cannon. No, we are on a different mission. Preaching the gospel of bicycling is more to the taste of the warm-hearted Georgians, and the signs of the times here assures me this will make a good State for the wheel.

On our arrival at the depot last evening (Sunday), we were met by a delegation of the Macon Bicycle Club, consisting of fifteen wheels, headed by their captain, John H. Polhill. After a hearty welcome the champion and wife were driven to the European House, where an informal reception was tendered him by the club. The streets here are the finest yet seen by me in the South; and red clay mixed with coarse gravel make a road not to be sneezed at. Many Victors and Ridges was noticed in the fifteen last evening, and these wheels have a decided lead here.

The Central City Park here is a fine piece of man's industry and perseverance, and is indeed a pleasant place to behold. Fine large pines and fir trees are scattered around, rearing their lofty height seemingly to the heavens; handsome plants, and innumerable green trees fill the air with Arabian perfume, which steal upon the senses, and invite you to lay down in their sweet shade.

The park has three tracks, — mile, half mile, and a fine quarter mile, — encircling each other. The quarter mile was constructed by the Macon Bicycle Club, and fast time could be made on it. Large, handsome buildings makes Central City Park the finest grounds in the South. To-day John H. Polhill, Georgia's champion, will try conclusions with the champion, J. S. Prince, receiving thirty yards' start in a half-mile heat race, two in three. W. J. Morgan will also go against Bismarck, half-mile heats. Bis-



marek is the local favorite trotting station. Friday 17, Prince and Polhill will go a mile handicap. The boys here are a fine, enthusiastic lot of gentlemen, and show us every kindness possible. Before closing, I wish to return hearty thanks on behalf of Mr. Prince and myself for the many kindnesses received from the Montgomery (Ala.) gentlemen. Mr. R. H. Polk, editor of *Bicycle*. Mr. Frank N. Mudd, and others. These boys worked like beavers in order to make our races, which were an unqualified success, racingly and financially.

Mr. Ingraham, of Columbus, Ga., also deserves credit for bringing about a fine day's sport for us.

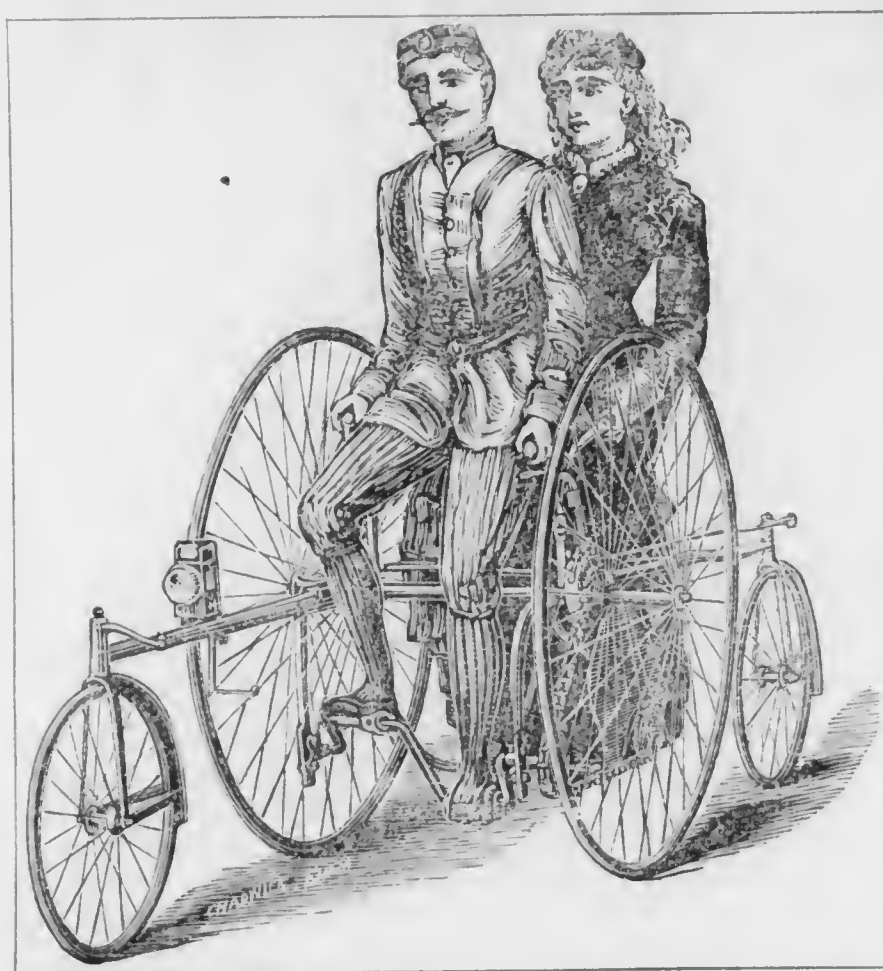
MACON, GA., 13 April.

#### Pacific Coast Record.

ON Sunday, 22 March, William J. Bowman, of the Oakland Bicycle Club, rode from Oakland to Gilroy and back, one hundred and fifty miles — in a little over fifteen hours, an average of about ten miles an hour. The ride to San Jose, forty-five miles, was made without a dismount, at the rate of twelve miles per hour. The record of the trip will interest all wheelmen: Left Oakland at 7.30 A.M.; passed through San Lorenzo at 8.30; Mt. Eden, 8.45; Alvarado, 9.05; Centerville, 9.30 Washington Corners, 9.55; reached public square in front of St. James Hotel, at 11.15; left San Jose at 11.30, and arrived in Gilroy at 3 P.M., having to push against a heavy head wind the last eighteen miles, two stops, one of five minutes, and one of fifteen minutes were made between San Jose and Gilroy. Left Gilroy on return trip at 3.30 P.M.; arrived at San Jose (thirty miles), at 6.10 P.M., — three stops of five minutes each on the way. Left San Jose at 6.20 P.M. and rode slowly to Oakland on account of darkness, the night being cloudy and moon obscured most of the time. Mr. Bowman had no lantern. He arrived home, corner Ninth and Grove streets, Oakland, at one o'clock. Made three stops between San Jose and Oakland of about fifteen minutes each. The distance from Oakland to Gilroy, by the road on the other side of the bay, is seventy-five miles, making the whole distance travelled one hundred and fifty miles; entire time, seventeen and a half hours; riding time, 15h. 25m. The distance from Oakland to Gilroy and return to San Jose is one hundred and five miles, which distance was ridden by Mr. Bowman in 1ch. 40m., including 1h. 20m. of resting, making the riding time 9h. 20m.

HAMPDEN PARK should be called the "Raceries" to be up with the times. — *Bicycling World*. O, no, brother; Springfield sets the pace and follows no one. At last accounts we were ahead of the times. — *Springfield Gazette*. All right, then. If you want to set the pace for the world, let's call it "The Paceries."

#### MANUFACTURE.



Royal Mail Tandem.

WE present a cut of the new Royal Mail tandem tricycle, a description of which we gave last week. It is a very handsome machine, and one prominent advantage claimed is that the lady's seat is behind, allowing the gentleman to steer and command the movements. It has been tried on the road the past week by several parties, and we understand has given the greatest satisfaction. It should be examined at the warerooms of William Read & Sons.

#### Lamson's Practical Cyclometer.

MANUFACTURED BY C. H. LAMSON, PORTLAND, ME.

IN our advertising pages of this issue will be found a cut and notice of the above cyclometer which Mr. Lamson is bringing out. The cyclometer has a positive action and will register at any rate of speed. It is attached to a spoke and worked by a neat cam attached to the inside of the right-hand fork. By this arrangement a double or fluted fork can be fitted as well as the ordinary one. The action is vertical on the same plane as the wheels of the meter. The instrument is easily applied by any one. It is dust and waterproof, strong and durable. It registers to 9,999 miles before beginning over again. Mr. Lamson is a practical watchmaker, and the cyclometer is the result of many years of study and experiment. Mr. Lamson had the first instrument on his wheel at the League Meet in Boston in 1881. It was worked by an eccentric cam, and so well pleased were many of the wheelmen with it at that time, he booked several orders, but he was not satisfied with his weight, and this he has now overcome. It will be on

sale in about a month, and will be sold for \$5.00.

THE Bicycle Department of William Read & Sons will be found a busy place. They are much driven in filling the demands for the Royal Mail and Kangaroo. The 1885 pattern Royal Mail is certainly a magnificent wheel.

ONE of our contemporaries lately stated that the nickelled machines were going out of the market, and the enamelled machines were taking their place, but, on questioning the Pope Manufacturing Company on this point, they tell us that fully seventy per cent of their machines are finished in full nickel, showing that the demand for nickelled machines has increased rather than diminished with them.

THE BICYCLING WORLD should be the official organ of the League. Its enterprise is commendable from the fact that the report of the League meet in Washington last May appeared in the *World* of the same week, while we had it in instalments in the *L. A. W. Gazette* for one month. The same can be said of the report of the officers' meeting, 22 February. Official news grows old and stale after a week or two, and loses its interest. Wake up, brother editor and publisher, let us have a little push in the official gazette. — *Springfield Gazette*.

Thanks, brother, but we don't want the official organ. The *World* is able to stand alone, and needs no bolstering up. If there is to be any official organ the League should own it, and control it. They can't have the *World*, for we are the organ of the bicycling world, without regard to their age, color, or previous condition of servitude.

# THE AMERICAN RUDGE.

MANUFACTURED BY

## D. RUDGE & CO. - - - Coventry, England.

The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the **AMERICAN RUDGE** has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



SEND FOR

1885

CATALOGUE.

SEND FOR

1885

CATALOGUE.

**BEARINGS.** Rudge Unequalled Ball to both wheels, exactly like the Rudge Light Roadster.

**FORKS.** Elliptical; hollow to front wheel; solid to back; very rigid.

**HANDLE-BAR.** Curved, solid; same shape as fitted to Rudge Light Roadster.

**HEAD.** Long centre Humber; similar to the Andrews patent.

**HUBS.** Gun metal, nickelled; well recessed to admit narrow tread.

**TIRES.** Seven eighths full to front wheel, three fourths to back, of first quality rubber.

**SADDLE.** Lamplugh & Brown's, or Brooks's, long-distance tension.

**PEDALS.** Heavily nickelled parallel, fitted with extra strong pins.

**SPOKES.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

A few shopworn and second-hand machines in stock at low prices. Send for list.

SOLE U. S. AGENTS,

## STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

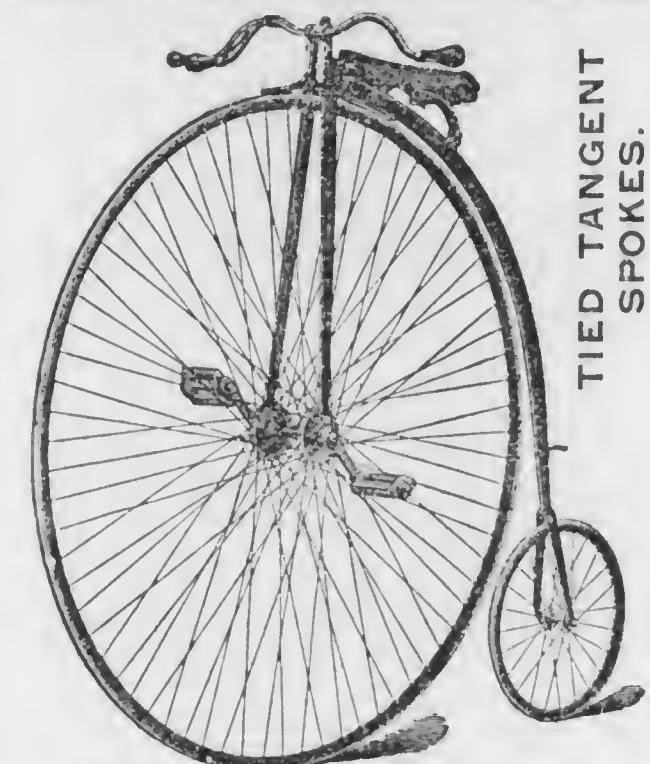
RELIABLE AGENTS WANTED.



American Agents for the

## THREE WINNING CYCLES!

This is a Correct Cut of the "Royal Mail."



"Royal Mail" holds the World's record.

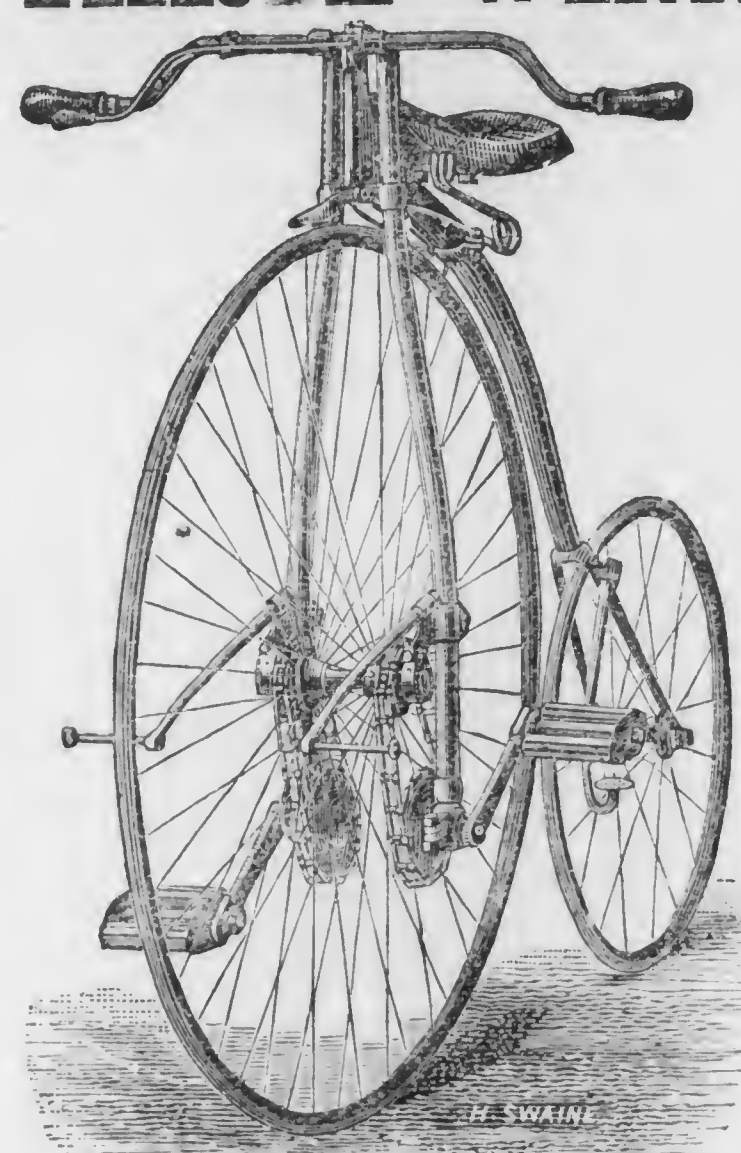
Fastest One Mile - - - 2:39  
Second Fastest, - - - 2:39 2-5

No other Wheel in the World holds two as fast Records!

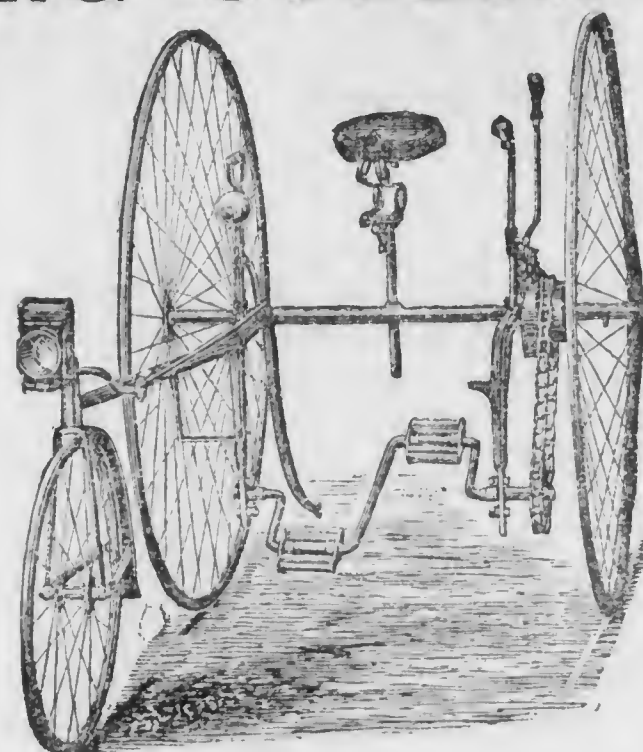
A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel brought to the States. Light Roadster, with Tangent Spokes. 36 lbs. Also, holds the American 100-mile record, and won many principal events in 1884.

Agents wanted. Send stamp for Illustrated Circulars of these Favorite Wheels.



WINNING SAFETY "KANGAROO"  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds.  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4  
1-2, 3-4, 1, 3, 4, 5 miles.

Especially advantageous for country roads, as, the front wheel being on one side, the rough horse-path and stones and obstacles are easily passed over. Easy of access, especially for ladies.

WILLIAM READ & SONS,  
107 Washington Street,  
BOSTON.



SAFE. FAST. EASY.  
Convertible Speed-Gear will be ready very soon.  
When writing, mention this paper.

JAMES HARVEY,  
BICYCLE and TRICYCLE

REPAIRER.

PAINTING AND PLATING A SPECIALTY

48 and 50 WINCHESTER ST.,

Near Providence Depot.

BOSTON, MASS.

## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 0h. 33 1/2m  
Twenty miles.....in 1h. 15m. (21 miles actually)  
Fifty miles.....in 3h. 15m. (51 miles actually)  
Twenty-four hours.....covering 266 1-4 miles  
Seven days.....covering 924 miles  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

J. WILCOX, Agent and Attorney - - - 15 PARK PLACE, NEW YORK.

YOU CAN BUY A  
**NEW BICYCLE**

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

BARGAINS EXTRAORDINARY  
Send for descriptive price list and mention this paper.

S. T. CLARK & CO. - - - BALTIMORE, MD.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### The Keen Fund.

Editor *Bicycling World*:—Enclosed please find \$5.00, from John S. Prince and myself; also \$1.00 from John H. Polhill, champion of Georgia, as a contribution to the John Keen testimonial fund. We commend our example to all wheelmen, amateur and professional alike. A more deserving movement was never set on foot than the one to acknowledge the worth of John Keen, and what he has done for bicycling. We hope to see the old "hoss" illuminate the racing path with his genial face for years to come.

JOHN S. PRINCE,  
JOHN H. POLHILL.  
Per W. J. MORGAN.

MACON, GA., 15 April, 1885.

#### Notes by the Way.

It is rather early in the year to record century runs and I have only heard of one being made this spring, and that in California; one hundred and fifty miles was covered, which, by the way, is the longest day's run yet credited to the Pacific coast.

I WAS lounging down Tremont street, the other day, when on glancing up at the side of a building a gilded wheel attracted my attention, and as there was unmistakable evidence that it was the advertisement of the Overman Wheel Company, I climbed up the stairs of Knickerbocker Building, which by the way is an appropriate name for the locus of a cycle dealer, and had a chat with "Young" Overman.

I SAY "young" because as he looks just like his brother, talks like him, and acts like him, there is need for some distinguishing appellation, and "young" sounds less familiar than Charley.

I AM, however, wandering from what I was going to say, and that was the elation with which the victory of a machine causes to the heart of the manufacturers of that particular wheel, and so I was not surprised to find the Overman Wheel Company feeling tickled at the result of the advent of the Victor bicycle on the shores of the Pacific, for on their machine was made the record run of one hundred and fifty miles above mentioned, and the securing of F. Cook the ten-mile record for the extreme West on an ordinary roadster.

OF course it is not the machine that wins, and yet it would take a big club to convince the lucky dealer of a winning

machine that it is not so. Does anyone doubt but that English, Wood, or Howell, would not have done just as well on any of the leading makes? Take for example the following racing machines: Humber, Rudge, Royal Mail, Singer and Invincible; are they not all on an equal footing? and do not their victories depend on their riders, too often hired by the makers?

WAS it not Barnum who once said that the public likes to be humbugged? I believe it was; if not, it might have been, for no one knows better than he, how easy it is to gull the average person. Thousands are almost daily taken in by specious advertisements and unmeaning puffs.

THERE is, however, one peculiarity in cycling, that the merits or demerits of any particular machine quickly travels from month to month until every cyclist that is out and about at all knows all about it. For this reason a poor machine generally gets its just deserts, while a good one advertises itself, though the ill-name travels faster than the good.

I THINK our suburban hotel keepers will soon recognize the valuable patrons they have in wheelmen. For instance, on Fast Day between fifty and sixty cyclists ate dinner at Bailey's; and hardly a pleasant Sunday passes by when his dining-room is not taxed to the utmost; and the same may be said of almost all the hostleries in the vicinity of Boston.

IT is a good thing for the sport and for the genial Bonifaces, but I do wish they would pay more attention to quality of the food and their method of serving it. There is seldom any lack of quantity or variety, but there is room for improvement in the two respects mentioned.

THERE is very little going on in the cycling world this spring that is worth commenting upon, but I shall keep my eyes open, and try and take in what occurs.

BY THE WAY.

#### Vermont.

Never having seen anything in the WORLD from this section of the Green Mountain State, and knowing something about the roads here, as I have ridden over four hundred miles on different roadways in the State, I thought perhaps a few lines might be acceptable. We have a few wheelmen scattered through the several towns of Central Vermont, and the number is increasing yearly. The roads are not of the worst, and but few stretches of the best; eight miles an hour is about the average rate we can take on a long run. Some very fine scenery is within a day's ride from us. Williams-town Gulf, ten miles south, is a charm-

ing and favorite run; it is the coolest resort on a hot day that it has been my luck to discover, and also the home of the longest-nosed mosquitoes in the State. Mt. Mansfield is but half a day's ride (thirty miles) from here; through Middlesex Notch to Mt. Mansfield would be about as charming a trip as one could wish to take, provided scenery, rather than easy riding, was the object.

Besides the quiet beauty of the valley, the Winooski rushing through the "Middlesex Narrows," is a sight to be remembered, and the view from the "Notch" is worth the hour's climb it takes to reach it; while from Mt. Mansfield, the highest peak of the Green Mountains, is one of the grandest views in New England, and by many said to surpass any from the White Mountains.

Most of our riding is in the valleys; still, the hills are not altogether bad, as we all like a coast occasionally, and ride down anything. It seems strange to us to call coasting dangerous, for we always thought it the only safe way of descending a rough, steep hill.

Our best record on the road is sixty-eight miles straight away from Barre to Windsor, made September, 1883, en route for Springfield and Boston. We are in hopes to make it a century before another season closes.

Here is a wrinkle for veteran and tyro. If your handles chafe your hands have them covered with fine buff calf-skin, and you will have the best handle I have ever tried. It is equal to wearing gloves without the uncomfortable heat.

VERD MONTE.

BARRE, VT., 14 April.

### CURRENTS CALAMO

MR. CHAS. H. POTTER, of Cleveland, Ohio, has our congratulations—a son. He has already applied for the C. T. C., and will be the youngest member, no doubt.

H. F. WILSON, the first lieutenant of the Newton Bicycle Club, has gone into the employ of Stoddard, Lovering & Co.

THE Cleveland Bicycle Club claims that its fancy rider, W. H. Wetmore, champion of Ohio, is the first rider to execute the "standstill" on one wheel with no backbone or front forks.

THE Boston Club entertained Gaskell at chops, on Saturday evening, and the affair wound up with a moonlight run.

THE Buffalo L. A. W. programme will include a map of the city and views of the principal buildings and points of interest.

THE restrictions preventing the circulation through the mails of the Philadelphia *Cycling Record* have been removed.

THE Pennsylvania cyclists' road book will be issued in a few days.

A PARTY consisting of a grandfather, son and grandson, were to be seen on a bicycle trip at Montvale last Saturday.



WHITTAKER is delighted with the Kangaroo. This safety is proving a great success for the manufacturers, and we hear they cannot keep up with the orders of their American agents.

REV. S. L. GRACEY, late of Chelsea, is now stationed at the East Cambridge M. E. Church.

FORTY wheelmen, of the various local clubs, dined at the Essex House, Sunday.

WE are in receipt of a photo of Prince and Morgan, in racing costume.

THE Buffalo Club will issue a hand-book of the annual League Meet. It will come out in June, and contain full particulars of the proposed conduct of the meet and information of value regarding the city of Buffalo, its hotels, railroad accommodations, etc.

A MOVEMENT is on foot in Chicago to raise money by subscription for the new track, and the local wheelmen are encouraged to believe that success stares them in the face.

THE *Californian Athlete* is the latest addition to the ranks of the cycling press. It is published in San Francisco, by B. S. Benjamin, and the subscription price is \$2.50.

CAPT. J. HIGH, of the Pottstown (Penn.) Club, intends starting on a bicycle trip to St. Louis or Nebraska, on the 4th prox. He rode over a thousand miles last year.

DR. W. G. KENDALL, C. T. C. Consul for Randolph, says that wheelmen bound for Brockton and beyond should follow the route laid out in Consul Atkins' Road Book, as far as South Braintree, and there turn to the right and go through Randolph, instead of straight ahead through Holbrook. The amended route recommended by Dr. Kendall is the one generally taken by Brockton wheelmen, as it is over one of the best country roads in the State, with good coasts, whereas the road between South Braintree and Holbrook is always unrideable.

"OUTING" for May is out. Among the articles of special interest to wheelmen are the second paper of Thomas Stevens' "Across America on a Bicycle," handsomely illustrated; the "Chicago Bicycle Club's Twelve-Hundred Mile Tour," by President Bates; "Will Jackson's Ride, a Tale of the Tavern Talkers," by Ninon Neckar; "In Italy, Veturina v. Tricycle," by Joseph Pennell. The department entitled "The Outing Club" contains, among other things, papers on "Cycling in Ireland, 1884," "Wheel Construction," "The Cycling Clergy," and "A Stern Chase."

MESSRS. WEBSTER AND RYRIE of the Toronto (Ont.) Bicycle Club have planned a 'cycling tour of Great Britain, to occupy about seven weeks and cost but \$200 per man. Arrangements are not fully completed, but it is expected that the party will sail from New York 16 July for Glasgow. The route will take in, among other places, the Trossachs,

the Caledonian Canal, Inverness, Aberdeen, Dundee, Perth, Stirling, Edinburgh and Melrose. Entering England the route will be continued down through York, Sheffield, Birmingham, Coventry, Kenilworth, Stratford-on-Avon, and Oxford, to London. From London west to Bristol, thence north through Hereford, Shrewsbury, and Chester, to Liverpool. The approximate distance to be wheeled is 1,300 miles, which, allowing one week in London, will leave an average of fifty miles per day.

DR. MAXWELL, who has figured prominently before the public as the principal in the "trunk mystery" at St. Louis, was, or pretended to be, a tricyclist. Mr. Harry D. Hedger, of this city, dealer in and repairer of cycles, came over from Liverpool in the Cephalonia the same time that Maxwell and Preller did. Hedger never spoke to Preller, and has only a slight recollection of his personal appearance. With Maxwell, he was rather intimate. Maxwell had heard Hedger's name mentioned in connection with bicycling, and spoke of this fact. He claimed to be a tricyclist of note, and stated that he held the one-hundred mile record. Hedger says that he regarded Maxwell as a jolly sort of fellow, who liked his toddy pretty well. He noticed that he was an inveterate cigarette smoker, and invariably made his own cigarettes. While on the steamer Maxwell told him that he was coming over to this country on a tour. Shortly after arriving in Boston, however, he claimed that he had come over with the express purpose of entering business in this city. He had with him on the steamer a Coventry Rotary tricycle with the bicycle steering, and this was afterwards sold in Boston by Mr. Hedger, for \$100. Had he been offered \$50 for the machine, Mr. Hedger thinks that he would have jumped at the offer. He appeared to be very grateful to Mr. Hedger for his efforts in selling the machine, intimating at the time that his pocket-book was very nearly empty.

### EXOTICS

THE challenge race between James and Howell will be run at the Crystal Palace, 18 May, for a purse of £50.

THE N. C. U. championships have now been finally fixed. They are to be as follows: 13 June, the one-mile bicycle and five-miles tricycle at the Aston Lower Grounds, Birmingham; 27 June, the five-miles bicycle at Newcastle; 11 July, the one-and-twenty-five miles tricycle events at the Crystal Palace; 18 July, the fifty-miles bicycle at the Crystal Palace. The twenty-five-miles bicycle championship is to be run at Edinburgh, but the date has not yet been decided on. The time standards for the year have also been fixed, riders doing these times in the championships securing time medals: — *Bicycle*: One mile, 2m. 48s.; five miles, 15m.; twenty-five miles, 1h. 20m.;

fifty, 2h. 50m. Time medals will also be given this year in the tricycle events as follows: One mile, 3m. 5s.; five miles, 17m.; twenty-five miles, 1h. 30m.

CHEER up! ye men with the spindle shanks, for does not *Wheel Life* say that "large legs, though not always elegant, are sure to attract attention among the villagers, and are not made for hard work. Smaller legs with more muscle are much more fitted for exertion."

IN a ten-miles safety the machines ridden scored in the following order: Kangaroo, Facile, Sun, and Planet, and Rudge. But even this does not prove that one machine is faster than the other, but that Englehardt is faster than Ox-borrow, Tacagni, and Adams, who came under the wire in the order named.

WHEEL LIFE takes issue with Karl Kron, and maintains that "Cyclist" is correct. We suppose K. K. thinks the editors "gents."

THE C. T. C. *Gazette* says: When some two years since the pronounced popularity of the uniform had affected even our American friends, arrangements were made by the resident chief consul, whereby an article of American manufacture should be stocked for the benefit of those who preferred the design to those ordinarily met with. The substituted pattern did not, however, harmonize well with the English make, nor did it attain wide-spread adoption. During the interval many American subscribers have, upon visiting our shores, obtained the real Simon Pure, and, as a consequence, a growing feeling is finding almost daily expression in the land of the Stars and Stripes in favor of the unadulterated English article. For the moment no specific arrangements have been made to satisfy this want, but we detail the circumstances as far as they have transpired, in order that our American friends may consider and calmly decide if the want is sufficiently wide-spread to warrant the provision of increased facilities for their personal convenience.

NOMINATIONS for chief consul of the C. T. C. are in order. We presume "Papa" Weston will be chosen.

IT seems to be a mooted question whether or not Webb has been suspended after all. Some papers have said that he is, until 31 March, 1886, but the N. C. U. official reports are silent on the subject.

THOSE who have seen the breech-loading lantern will smile at this clipping from *Wheeling*: "There is a good deal of talk amongst French wheelists of a new lamp capable of lighting itself on a small screw being turned. A box of matches is carried in a place behind the lamp; and if from any cause the lamp is extinguished, by turning a screw a match is lighted, which falls upon the wick and relights the lamp. There is no name or address given; and the invention in the face of it, savors of the impossible." It

does, does it? Though the matches are behind the lamp, *Wheeling* has no match in being behind the times in this instance.

H. R. H. PRINCE WIED, or Neuwied, Germany, has bought a Kangaroo "for his own use."

A PROFESSIONAL one-mile handicap was started at Wolverhampton on Easter Monday. Nineteen heats were run. The twenty and twenty-one-mile heats were commenced the next day, after which the second round was to be commenced.

THE final heat was run on Wednesday, 8 April, and resulted as follows: W. H. Darrall, one hundred and ninety yards, (1); O. Farndon, one hundred and fifty yards (2); R. Howell, scratch (3). Time, 2.51. Howell's time, 2.57½. One mile championship run the same day, — R. Howell (1), 3, 5½; H. O. Duncan (2); F. DeCivry (3).

THE fifty-mile professional championship was run at Leicester, 4 April. The race was the fifth in the series. The prize is a cup valued at £20 and £35 cash. The man who wins three times to take the prize. DeCivry has won once; Wood, twice; Battensby, once. Wood entered the race under notice with his broken arm still encased in plaster. The men finished in the following order: H. O. Duncan (1); J. Birt (2); T. Clemenson (3); F. Lees (4); J. Parkes (5); A. Hawker (6); F. Wood (7); F. DeCivry (8); T. Battensby (9); R. James (10). Howell did not start. Time, 3h. 17m. 14½s.

THE C. T. C. hand-book and guide is issued under date April, 1885. The book contains a deal of valuable matter, statistical tables, etc. Its contents embrace the rules, list of officers, copy for the various clubs and certificates issued, the hotel tariff, railway rates, a map of Great Britain divided by consular districts, and in fact all information regarding the Union and its work. The book sells for a shilling, and every C. T. C. member should have a copy.

WHAT promises to be a very interesting race is shortly to be run at London between Maj. Knox Holmes, holder of the one-hundred-mile record, and who is over sixty years of age, and G. Lacy Hillier, the ex bicycle champion of England. Hillier is to use a bicycle, while the old gentleman, in company with D. Rucker, will ride a tandem bicycle.

THE first meeting of the Society of Cyclists was held at the offices, 9 Conduit street, Regent street, on Tuesday evening, 31 March, when the president, Dr. B. W. Richardson, who occupied the chair, delivered an address on "Cycling as a National Development, or the Cycle of Cycling." The attendance was a numerous one, and included several well-known wheelmen. Dr. Richardson said the society had not been founded in a spirit of opposition to any existing institution, but for the purpose of the development of cycling as an intellectual pursuit. The council had agreed that

the subjects dealt with should come under four heads — antiquities, mechanics, photography, and geography. Cyclists, he said, possessed many advantages for acquiring a knowledge of these subjects, and he had no doubt that the communications to the society would prove of considerable value. He then dealt with the antiquarian riches of Colchester, Caerleon, and other places, saying that within a few days' ride there were places comparatively unknown to the general body of Londoners possessing great historical wealth. Cyclists again, by observing and noting the different characters of roads they used, could be of use to the various municipal bodies by obtaining valuable information on road construction, and thus benefit the public at large. He also spoke in favorable terms of recent long tours that had been undertaken, giving it as his opinion that a better knowledge of the geography of England was thereby gained. Mr. S. Archer and Dr. Hammond then explained the uses and advantages of some ambulance appliances for wheelmen; and after some remarks from Messrs. F. Cobb and A. W. Blyth, the meeting concluded with votes of thanks. The next meeting will be held on Tuesday, 28 April, when Mr. F. Cobb will read a paper on "The Combination of Photography with Cycling."

### RACING NEWS

NEW YORK, 17 April. — Fully five thousand people witnessed the annual races of the Citizens' Bicycle Club, which were held at the Knickerbocker Roller Skating Rink. The programme was long, and those present said it was one of the finest shows of its kind seen in this city for some time. There were bicycle races, fancy riding, and roller skating. In the latter event E. A. Hoffman, Citizens' Bicycle Club, reduced the mile amateur record to 3.57. The events in detail are as follows: —

One-mile bicycle race for those who never won a prize — E. Valentine, New Rochelle, won; B. J. Lingle, New Jersey (2); time, 3.31.

One-mile championship race — W. M. Hoffman won, W. H. McCormack (2); time, 3.18.

One-mile bicycle race — A. B. Rich, Kings County Wheelmen, won; H. J. Hall, for same club, second; time, 3.23.

One-mile tricycle race — L. H. Johnson, Orange, N. J., won, in 4.33 1-5s.

One-mile Kangaroo bicycle, against roller skater — W. H. McCormack, bicycle, won, in 3.31 3-5s.

Two-mile bicycle race — A. B. Rich, Kings County wheelmen, 30 yards start (1); E. C. Parker, Harlem, 140 yards start (2); time, 6.25 1-5s.

One-mile tandem tricycle race — F. A. Loucks and H. J. Hall, Kings County Wheelmen (1); J. H. Smith and L. H. Johnson, of Orange, N. J. (2); time, 4.6 2-5s.

Polo on Star bicycles — T. Finley beat Charles Frazier.

One-mile roller skating race — E. A. Hoffman, for Citizens' Bicycle Club, won in 3.57, which is the best on record.

A demon drill on bicycles, by the Kings County Wheelmen, eight in number; fancy riding on Star bicycle, by Mr. T. Finley, and exhibitions of trick riding by Mr. W. S. Maltby, of Boston, and Prof. Kaufman, were included in the evening's sports.

MONTGOMERY, ALA., 9 April. — One-mile, 2 in three, — Frank Mudd (1), 3.52, 4.22. Half-mile, 2 in 3, — W. J. Morgan (1), 1.47, 1.38; Horse Morris L. (2). Five-mile, — Horse Fred Tyler (1), 17.44; John S. Prince (2).

COLUMBUS, GA., 10 April. — Five-miles, — Horse Joe Davis (1), 16.25; John S. Prince (2). Half-mile, 2 in 3, — Horse Minnie Irwin (1); W. J. Morgan (2). Half-mile, 2 in 3, — T. L. Ingram (1).

MACON, GA., 15 April. Quite a large crowd of ladies and gentlemen assembled to witness the races between John S. Prince and J. H. Polhill, champion of Georgia.

The first event was a half-mile handicap race between Prince and Polhill, best two in three. Polhill had thirty yards' start and won. In the first heat his time was 1.27 2-5; in the second 1.27 2-5.

The second event was a half-mile race, best two in three, between W. J. Morgan and the trotter Bismarck. Bismarck made the first quarter in 48½. Morgan closed up on second quarter and won first heat in 1.34. The second heat was also won by Morgan, the time being 1.30.

The third event was a three-mile handicap between Prince and Morgan, the latter having two hundred yards' start. Prince won in 9.29½.

THERE is a strong probability that the Yale races will be postponed to 5 and 6 June, on account of complications in reference to hiring the track, which was supposed to be a settled matter.

THE Pine Tree Wheel Club has applied to the Racing Board for the two-mile State championship of Maine.

THE Racing Board is now considering the question of locating the two and five mile championships with bicycle clubs instead of the N. A. A. A. In doing this, there is no antagonism between the societies, but if the change is made there will probably be two championships at these distances, the N. A. A. A. and the L. A. W., and the winners will wear the medals of the respective societies. Officers of the N. A. A. A. have expressed themselves satisfied with such an arrangement. Cleveland has applied for the two mile, and Hartford for the five-mile championship in case of a change. The Capital Club, of Washington, has applied for the three-mile championship.

Since writing the above we learn that the Racing Board has decided to locate the two and five mile championships as indicated above.



THE Philadelphia Amateur Athletic Club will hold field games on Monday 18 May. Among the events will be a one, two, and five mile bicycle handicap.

At the Le Grand Rink, Cleveland, 5 April, Asa Dolph, of New London, Ohio, contested a race of five miles with a bicycle against Clark and Mr. Reynolds on skates. Mr. Dolph's action has been investigated by the racing board, and they find that he entered the race with the skater with full knowledge of the consequences, has voluntarily made himself a professional, and has sent his resignation to Secretary Alley of the League.

The coming Meet is still the principal topic in cycling circles in this city. The latest story is one from Chicago: J. O. Blake states that he has held the watch on Conkling for a mile in 2.42. Same old deal. That's what they gave us before Christmas, and then their mile time was 3.15 or thereabouts. If Conk. has beaten 2.50 he has done what no one in St. Louis has done yet, and a Victor bicycle may vend its way Chicagowards. The local men match the 2.42 story with another, however. Cola Stone and Jack Rogers have been training for some weeks past, but the weather and wind have been such that the time has been somewhat slow. Stone, when running, watches only his feet, and never looks at surroundings. Last week he started to run three miles, while his companion settled himself in a sheltered nook to give him the time by laps. After waiting two minutes for Stone to appear, he jumped up, and looking across the amphitheatre, saw Cola, his eyes, as usual, on his feet, pedalling away at a three-minute gait with the wind, holding him perfectly still. He had struck a dead centre on the wind. Fact! It is said that Stone ran a quarter while another man ran beside him and held an umbrella over him to keep the snow off. Training in March is pleasant.—*St. Louis Republican.*

ARRANGEMENTS are being made for a large tournament at Albany, N. Y., 17 June. The events will include a one-mile race, a one-mile race for novices, a three-mile championship; a one-half mile, all open only for club members; a two-mile race, a one-mile ride-and-run, a three-mile record, and a one-mile consolation race.

FRED S. ROLLINSON, on a bicycle, defeated S. J. Reaves' trotter, in a race of five miles, at Central Park, San Francisco, Cal., 5 April, finishing about ten yards ahead. His time was 20m. 30s.

THE second annual race meeting of the Kings County Wheelmen will occur 20 June, at Brooklyn, L. I.

A FIFTEEN-MILE handicap bicycle road race recently run at Denver, Col., resulted as follows: H. M. Donaldson, 1h. 3m.; first; Frank Kimball, 1h. 3m., 30s.; second; C. C. Hopkins, 1h. 4m. 30s.; third; F. E. Kimball's actual riding

time was 1h. 1m. for fifteen miles, which is the best ever made in Colorado.

CHARLES FRAZIER has accepted Grant Bell's challenge for a five-mile bicycle race, to be run at Minneapolis 23 April.

THE Providence Club will have a 20-mile road race in May, and will give races in Roger Williams Park on Decoration day.

IT is reported that the timing at the Springfield races will be done by electricity.

JOHN S. PRINCE writes us: "I see by a late issue of the WORLD that Mr. Robert Neilson wishes to have a short race with me. Will you kindly state in your next WORLD, that I shall be East very shortly, and then shall only be too pleased to run Mr. Neilson any distance he wishes to name, from one quarter mile up, for any amount."

### WHEEL CLUB DOINGS

STAR CLUB, LYNN, MASS.—Election of officers, 14 April. President, F. S. Winship; vice-president, E. G. Gordon; secretary, W. H. Pervear; treasurer, W. O. Faulkner; captain, F. J. Faulkner; 1st lieutenant, F. S. Winship.

FITCHBURG (MASS.) CLUB.—Annual meeting, 16 April. Officers elected: President, W. P. Cate; vice-president, H. G. Lowe; secretary, George A. Wilson; treasurer, W. L. Emory; captain, E. W. Maynard.

WATERBURY (CONN.) WHEEL CLUB. Officers elected 13 April: W. C. Bryant, president; J. H. Hurlburt, captain; L. A. White, lieutenant; N. C. Ovaite, secretary and treasurer. At a recent meeting the club voted to become a League club, and adopt as its uniform the L. A. W. cloth.

THE K. C. W., Brooklyn, N. Y., will give a *musical* and sociable, 28 April, at the new rooms, 159 Clymer street.

FALL RIVER (MASS.) CLUB.—Annual meeting, 14 April. Officers elected: President, Geo. Sharples; vice-president, Alfred Esleed; captain, George W. Whitehead; secretary and treasurer, C. S. Wady; 1st lieutenant, A. B. Brayton; guide, A. A. Bryson; club committee, A. L. Ward, F. E. Waterman, Wm. Smith.

PRESIDENT WILLIAMS and wife, Capt. Shillaber and wife, on behalf of the club, and Col. A. A. Pope, on behalf of the corporation, will receive at the reception of the Massachusetts Bicycle Club to members and their ladies, 29 April.

CLARKSVILLE (MO.) CLUB.—Election of officers: President C. T. Clifford; vice-president, H. C. Cake; secretary and treasurer, E. A. Clifford; captain, Ed. P. Fern; lieutenant, E. M. Fargey.

THE Berkshire County Wheelmen will hold an election of officers 5 May, and their annual supper the same evening.

The club has received the following letter, dated from St. Petersburg, Russia:

The St. Petersburg Society of Amateur Velocipedists propose having three races during the month of May next, in St. Petersburg. The society cordially invite all amateur clubs to take part in the above-mentioned races.

An answer to this, in the affirmative, will be gladly received by the secretary, Wlodimir Feodorovitch Harlamoff corner of Spassky and Luomensky, Streets, house No. 16, Lodging No. 2, St. Petersburg, Russia. The racing rules and programmes we duly sent.

I remain, gentlemen,

Yours truly,

VOSILI PROOSSAKOFF,

President.

WLODIMIR HARLAMOFF,

Secretary.

### CYCLISTS' TOURING CLUB

#### American Division.

FRANK W. WESTON, *Chief Consul*,  
SAVIN HILL, Boston, Mass.

DUGS for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.  
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts.—F. A. Pratt, 31 Chestnut street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.  
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.  
New Hampshire.—W. V. Gilman, Nashua.  
New Jersey.—L. H. Johnson, Orange.  
Ohio.—Alfred Ely, 875 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory.—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Chas. H. Potter, Jr., 955 Prospect street, Cleveland, Ohio; Chas. B. Harg, 1309 No. 12th street, Philadelphia, Pa.; Steven B. Vaughn, Kingston, Pa.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

E. A. CLIFF RD.—It makes us tired. The same old story. Disproved long ago.  
F. DORSEY.—(1.) Yes. (2.) We think not.

BALTIMORE.—The Boston Club is located on Boylston street, No. 87, and the Massachusetts on Newbury street.

X. C.—See Atkins' road book. The route is laid down there.

C. R. WADY.—(1.) Such feats endanger the machine and the neck of the rider. The height depends upon the condition of the machine and the skill of the rider. (2.) We know of no good road maps save of Essex and Worcester Counties. Address Dentine Company, Lynn, Mass. (3.) The official *Gazette* has published them.

G. C. ORTHERS.—Thanks. Your sixth annual subscription is booked.

ARTHUR G.—Will send you our circular to agents. We have many club secretaries who act for us, and very many have sent us good lists, putting money into their own pockets and ours too.

O. T. ALTER.—No necessity for sending stamps for missing number. Postal us at any time when you miss and we will send paper. We are human and liable to mistakes, and the U. S. mail is very human.

L. E. L.—Use emery cloth, fine, and get the nickel off before using. It will take off if put on over the smooth nickel. We expect to get the book about June.

RACER.—"Cortis on Training" expected in a short time.

POLO.—He has made himself a professional.

### FIXTURES

30 April, 1 and 2 May:  
Tournament of the Memphis, Tenn., Club.

1 May:  
Spring Meeting of Y. A. Cricket Club, Stenton, Pa. Bicycle races.

23 May:  
Races by Ramblers Club, of St. Louis, Mo.

27 and 28 May:  
Tournament of Louisville (Ky.) Wheel Club.

29 and 30 May:  
Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

30 May:  
Illinois State Division L. A. W. meet and tournament at Chicago.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley. Road race of Buffalo (N. Y.) Ramblers. Ixion road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

Annual meet of the L. E. C. W. at Beverly.

17 June:  
Tricycle picnic in the woods at Readville, by Boston Club.

Races at Albany, N. Y.

20 June:  
Races by K. C. W. at Brooklyn, N. Y.

30 June and 1 July:  
Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July:  
Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

3 and 4 July:  
Annual meet of the L. A. W. at Buffalo, N. Y. Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July:  
Races at Boston, Mass.

6 July:  
Big Four Tour starts from Buffalo, N. Y.

17 July:  
Down Fast tour.

20 and 21 July:  
Ohio State Division, L. A. W., meet and tournament at Springfield.

1 August:  
Tricycle road race by Boston Club.

27 and 28 August:  
Cleveland (Ohio) Club, annual races.

8, 9, and 10 September:  
Tournament at Springfield, Mass.

### TRADE NOTICES

THE new two-track Columbia tricycle is now on view at the warehouses of the company, and friends are invited to call and inspect it.

W. W. STALL has one of the new American Challenge bicycles made by Gormully & Jeffery on view.

THE new rubber buffer to be applied to front of style A, Duryea saddle, is now ready for delivery, and makes the saddle more perfect than ever. They accompany all of the 1885 pattern. Price, separate, twenty-five cents; post free on receipt of price. New York Toy Company, 14 Howard street, New York. Usual liberal discount to the trade.

J. A. R. UNDERWOOD has been appointed American agent for the Quadrant tricycles and Boston agent for the Facile; two good machines which will be in great demand. Neither has been represented in this market before.

**BICYCLES** We sell Columbia, Victor, Facile, and other well-known makes, ranging in price from \$8 upwards, on the installment plan, making no additional charge excepting interest. Second-hand Wheels Bought, Sold and Exchanged. Freights equalized. Every wheelman should have our large illustrated catalogue of Bicycles and Sundries, describing many novelties, and be posted concerning our installment plan. Friends may be induced to purchase who would not otherwise. GEO. W. ROUSE & SON, 957 Street, Peoria, Ill.

### EASY PAYMENTS.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**A COLUMBIA TRICYCLE.**—It has been used A but little, is fitted with cyclo meter and bell, is nearly as good as new, in perfect order, and will be sold at a great bargain. Address R. V. L. A. BOSWORTH, West Boylston, Mass.

**FOR SALE.**—Cheap for cash, a British Challenge, 53-inch; full-nickelled, ball bearings all around. This machine was made specially to order. Please call at 372 Atlantic avenue, YOUNG, WALTON & CO.

**54-INCH HALF-NICKELLED EXPERT** Columbia bicycle for sale; ball bearings all round, including ball pedals; also Duryea saddle and handy tool-bag, in excellent condition. W. N. WESTON, No. 2 Wachusett street, Worcester, Mass.

**RUDGE RACER FOR SALE.**—A 53-inch Rudge Racer, rat-trap, ball pedals, used very little, as good as new; price \$115; cost \$142.50. J. S. HEDGE, 398 Jersey street, Buffalo, N. Y.

**FOR SALE.**—Victor tricycle, with nickelled lamp and bell; brand new last fall, and had best of care since; price \$140. Address GEO. H. CRAMER, Lyons, N. Y.

**FOR SALE.**—Victor tricycle, 1884 pattern; never been used; will sell for \$125. Address F. C., this office.

**BICYCLES FOR SALE.**—50-inch Standard Columbia, \$201; 52-inch Standard Columbia, \$401; 48-inch Standard Columbia, ball bearings, \$55; 50-inch National Challenge, \$55; 54-inch Humber, \$95; 54-inch enameled Expert; 52-inch enameled Expert; 52-inch British Challenge, ball pedals, nearly new; 56-inch Matchless; 50-inch Standard Columbia, half-nickelled, \$75; Coventry Sociable Tricycle, cost \$220, sell for \$125; 1884 Victor, \$125. Call and examine our stock, or send stamp stating size, make, and description of wheel wanted. R. J. BUTMAN & CO. Specialty in second-hand bicycles and tricycles, 74 Tremont street, Boston.

**SECOND-HAND BICYCLES WANTED TO** fill a large order. R. J. BUTMAN & CO., 74 Tremont street, Boston.

**BICYCLE WANTED, 52 OR 54-INCH.** Address with full particulars, ENQUIRER, this office.

**FOR SALE.**—A 50-inch Standard Columbia, \$75, good as new; a bargain for any one who wants a good machine; good reasons for selling. J. W. HERBERT, Frankford, Philadelphia, Pa.

**RUDGE TANDEM TRICYCLE FOR SALE** nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SALE.**—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

**FOR SIXTY-FIVE CENTS IN STAMPS** the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

**FOR SALE.**—One 51-inch full-nickelled second-hand Star bicycle; it has rocker pedals, and has only been run about one hundred and fifty miles, and is in fine condition; price \$70. Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One Premier tricycle; new last season; cost new, \$160, in nice order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 54-inch all bright American Star bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

**FOR SALE.**—One 50-inch nickelled and enameled 30 inch drop handle-bar Expert; this machine was new late last season and is in excellent order, having been run only about 150 miles; it has a H. & T. \$3.00 bell, tool bag and tools, and would be cheap at \$125; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**WANTED.**—48, 50, 52, and 54-inch second-hand bicycles in exchange for new ones; Columbias preferred. A. N. SHAFER, 84 S. Hamilton street, Poughkeepsie, N. Y.

**A LOT OF NEW SUSPENSION \$3.00** A hogskin saddles; for sale at \$2.25 each. By the AMERICAN BICYCLE COMPANY, of Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10 1/2, and 11; the blue and black are ribbed, and the plain are brown.

**ANY ONE THINKING OF PURCHASING** A bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

**THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

**FOR SALE.**—52-inch Shadow, nickelled with Harrington's enamel, ball bearings to both wheels, tool bag and tools, spoke grip, lock and chain, with bell; in excellent condition; price \$100. A. O. MCGARRETT, Springfield, Mass.

**FOR SALE CHEAP.**—One 52-inch Harvard bicycle, in good order. For full particulars address JAMES G. BRECK, Springfield, Mass.

**SEND TWO-CENT STAMP TO THE** American Bicycle Company, Springfield, Mass., and receive a catalogue of second-hand machines.

**FOR SALE.**—One 52-inch, bright and painted Special Challenge; this machine was new last season, and is in good shape; it has roller bearings, tool bag and tools; price \$75. W. Y. BRUCE, North Wilbraham, Mass.



SEND SIXTY-FIVE CENTS IN STAMPS  
to American Bicycle Company, Springfield, Mass.,  
and they will forward you a nickel plated bicycle lock  
and chain.

## CYCLISTS' ROAD BOOK OF BOSTON AND VICINITY.

Shows all the fine rides in the vicinity of Boston.  
All important points reached. Every local rider and  
every visiting wheelman should have one.  
Price 15 cents. For sale at the BICYCLING  
WORLD office, J. E. Savell, 13 Walnut Avenue, Out-  
ing, and of the author, A. L. Atkins, 17 W. Walnut Park.

## BICYCLES!

Send for Price List of Shop-worn and Second-hand  
BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

## WATCH

For the Announcement of the Arrival  
of the

## QUADRANT TRICYCLE.

The Best,  
The Fastest,  
The Lightest,  
The Strongest,  
And the most scientifically constructed tricycle yet  
made; also the

## FACILE BICYCLE,

For which the Undersigned is Boston Agent.

## J. A. R. UNDERWOOD,

Washington St., near Euclid,  
DORCHESTER - - - MASS.

Licensed by the Pope Mfg. Co.

## FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly,  
and is believed the best article for the purpose in  
market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

## FACILE LUBRICATING OIL!

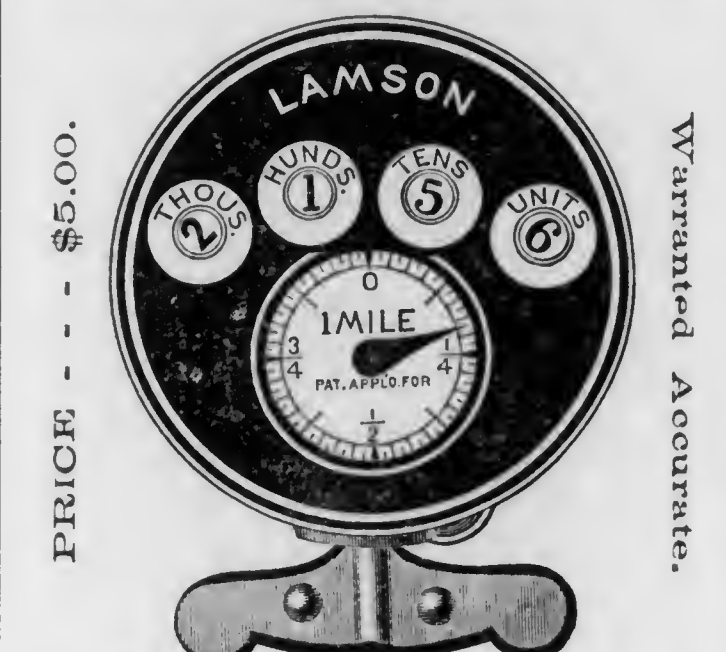
Will never thicken, dry up, spoil, or change. The  
freest, finest, clearest, and most perfect lubricator for  
bicycles and tricycles, and absolutely warranted. Is not  
spoil, and is sold at about the price of the poorest stuff  
in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from  
the mails. Hence Facile Oil and Enamel cannot be  
sent by mail. Ask your dealer for them, and insist on  
having them. If he does not keep them, I will send  
four or more bottles of Enamel, or six or more of Oil,  
expressage paid, to any part of the country east of the  
Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

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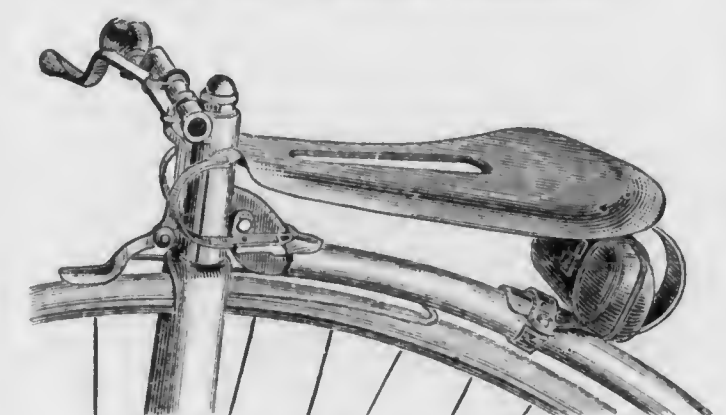
EXACT SIZE.



### LAMSON'S PRACTICAL CYCLOMETER

For Bicycles and Tricycles. Weight about two ounces.  
The action is *really positive*, and the Cyclometer  
cannot fail to operate at any rate of speed on any road.  
It is attached to a spoke, and operated by a neat cam  
on the inside of the right fork, which works a lever on  
the back of the Cyclometer. On the end of the lever  
is a small rubber-covered roller, so that the action is  
noiseless, and the cam arrangement is such that the  
little roller does not project between the spokes far  
enough to hit the fork, and is entirely out of the way.  
The Cyclometer is easily put on by any one, and is out  
of the way of a hub lamp, is dust and water-proof,  
strong and durable. No springs that can get out of  
order. Made by a practical watchmaker, and every  
Cyclometer warranted. Registers up to *ten thousand*  
*miles* before commencing again at zero. The dial is  
easily read, and the Cyclometer is an ornament to any  
wheel. This Cyclometer will soon be on the market,  
and every effort will be made to make it perfect. Orders  
taken and filled in turn. In ordering, give size and  
make of wheel. Made by **C. H. LAMSON**, de-  
signer and patentee of the L. A. W. Badge, manufac-  
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Heater, etc.  
201 Middle Street - - - PORTLAND, ME.

## THE Perfect Hygienic BICYCLE SADDLE. NOW ON THE MARKET.



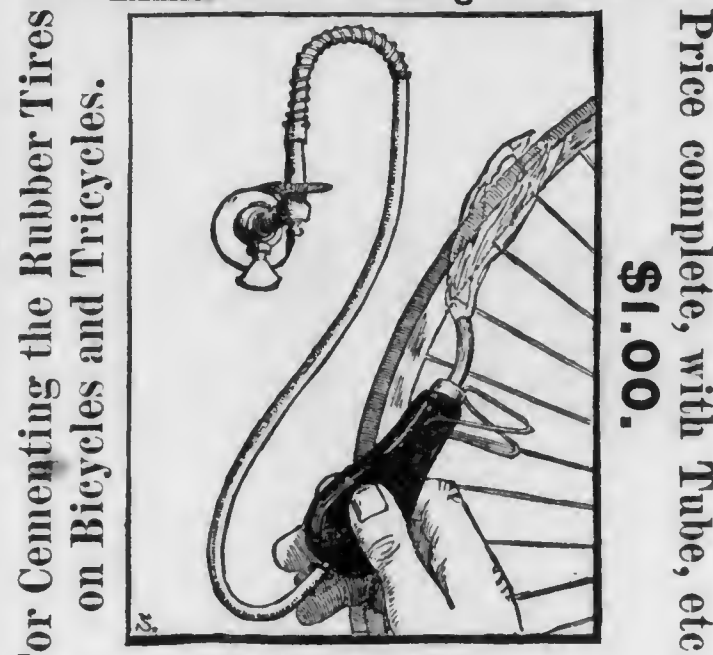
(Patented in United States and England  
March 17, 1885.)

No metal frame or tree. Springs at both ends com-  
pletely compensating all jar and jolt. No pressure on  
perineum, and no danger from bicycle riding with this  
saddle. Only perfectly hygienic saddle made. Thor-  
oughly tested last season and fully perfected. Finest  
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only in full nickel. Retail price, \$6.00. Liberal dis-  
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T. J. KIRKPATRICK, Springfield, Ohio.

BEFORE YOU BUY A BICYCLE  
Of any kind, send stamp to **A. W. GUMP**,  
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List of New and Second-Hand Machines.  
Second-hand BICYCLES taken in exchange.  
BICYCLES Repaired and Nickel Plated.

## The Acme Gas Burning Tire Heater



Patent applied for.

Manufactured and for sale by  
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By far the most convenient Heater for use in cities  
and towns where illuminating gas is used. Handier  
and less expensive to use than an alcohol lamp. It is  
safe and always ready, gives plenty of heat, and  
(being constructed on the "Bunsen" principle) it  
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does not smoke up the rim.

Each Heater is sent out packed in a perforated tin  
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Soldering, or any other purpose where a small heater is  
required.

Full directions for cementing on Tires accom-  
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a repair shop, and a necessity to every rider.

## BICYCLE CLUBS ATTENTION!

Wheelman's Official Score Card.

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FOR SEASON 1885.

We are prepared to make arrangements with any club  
giving Meets or Tournaments in the United States. We  
have issued our Cards at all the principal Meets and  
Tournaments held in 1883-84. We pay liberally for  
privilege.

CORRESPONDENCE SOLICITED.

For Reference: Stoddard, Lovering & Co., 152 to  
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Co., 597 Washington St., Boston, Mass.

**HENRY GOODMAN & BROS.**  
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## ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES AND TRICYCLES.

Hard as Marble. Dries Instantly, without  
any unpleasant smell, and produces a Jet Black  
enamel surface in *One Operation*. It is thoroughly  
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not liable to chip off. Any one can apply it. A  
suitable Brush given with each bottle.  
Price, 75 cents a bottle. Cannot be sent by  
mail.

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152 to 158 Congress St., Boston.

# THE UNITED STATES BRANCH — OF THE — COVENTRY MACHINISTS' CO.

(LIMITED)

*Will be Opened Early in May,*

— AT —  
**239 COLUMBUS AVENUE,  
BOSTON,**

WHERE THE FOLLOWING WELL-KNOWN "CLUB" CYCLES  
WILL BE ON VIEW AND FOR SALE:—

## BICYCLES.

American Club,

Universal Club,

Club Racer,

Club Safety,

Club Semi-Racer.

## TRICYCLES.

Club Tandem,

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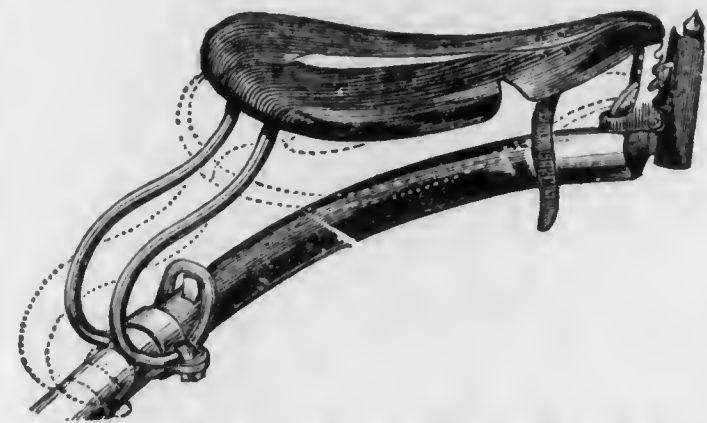
Two Track.

**CATALOGUES IN A FEW DAYS.**



## THE LILLIBRIDGE

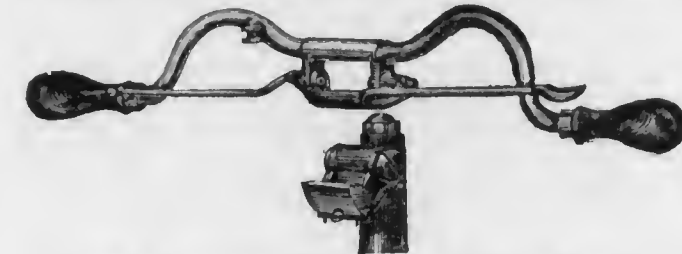
Bifurcated & Universally Adjustable Saddle  
Improved for 1885.



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.  
Price, Nickelled, \$5.00; Japanned, \$4.00.

## THE NEW SAFETY BAR.



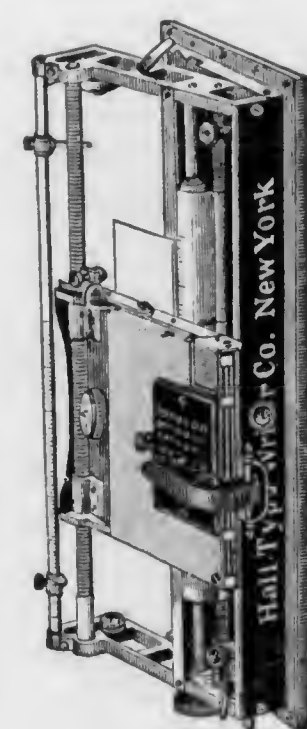
Greatly Improved, Simplified and Strengthened.  
The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

Price, Nickelled, with Brake and Lever, \$10.00.  
Ask your Dealer for them, or send for Circulars.

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ROCKFORD, ILL.

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NEWARK, N. J.  
BICYCLES and TRICYCLES,  
Lamps, Carriers, Star Cyclometer, Bags, Saddles  
and Bicycle Parts for both CRANK & STAR.  
DIFFICULT REPAIRS A SPECIALTY.

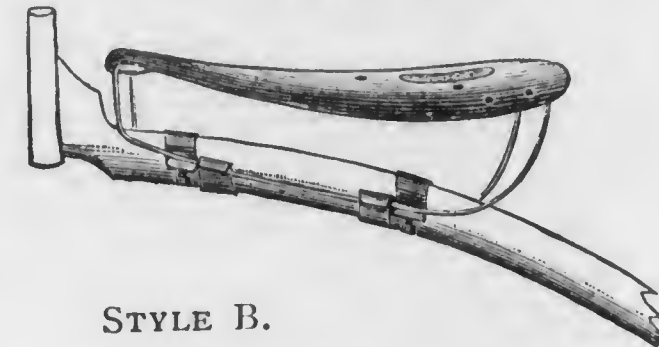
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Type  
Writer.

The latest, simplest, cheapest,  
and most complete Writing In-  
strument. Challenges compar-  
ison with others in every point.  
Every instrument warranted  
and sent free to any part of  
United States on receipt of  
price, \$40.

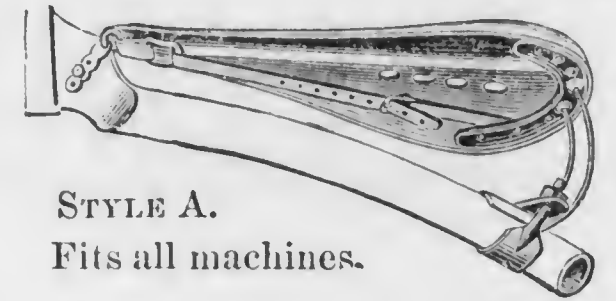
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Agencies in all Principal  
Cities.

## THE DURYEA SADDLE.

Patented Feb. 19, 1884.

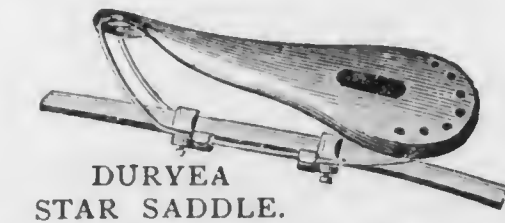


STYLE B.



STYLE A.

Fits all machines.

DURYEA  
STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Co-  
rey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan,  
Higham, Yates; also Miles, Armandino, and Sylvester,  
and all the flyers and long-distance riders.  
Fits any Machine. (State what machine you ride.)  
Is Low, Neat, Comfortable, Adjustable, and Cheap.  
Try it once, and You will Use no other; it Makes  
Road Riding a Luxury. PRICES: JAPANNED, \$3.00;  
NICKELLED, \$3.75. Sent express free on receipt of  
price to any part of the United States or Canada.

SPECIAL TERMS TO DEALERS.  
Reliable agents wanted.  
Remit by check, P. O. order, N. Y. Ex., or stamps.

N. Y. TOY CO.

Sole Licensees and Manufacturers,

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Patented in England and the United States.

Barley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides  
THE BEST AND MOST COMFORTABLE. It is so made  
that when it becomes slack it can be easily and quickly  
tightened. No rider who values COMFORT can afford to  
be without one. Send for Circular with testimonials.  
Price, \$3.50; Nickel Plated, \$4.75. Send  
money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

THE AMERICAN STAR BICYCLE.  
A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead  
centres, a requisite condition for both speed and power.  
The new flat-seated tires are a great improvement, and the new  
square grooved rim forms a wheel that will not buckle.  
A "Reformed Crank Rider" says:—"In strength, safety, control,  
driving leverage, ease of motion, and coasting, the Star leads all  
Bicycles; while its positive action, quickness in steering, and econ-  
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The workmanship and entire practicability of each and every  
machine are fully guaranteed.  
For further particulars address,

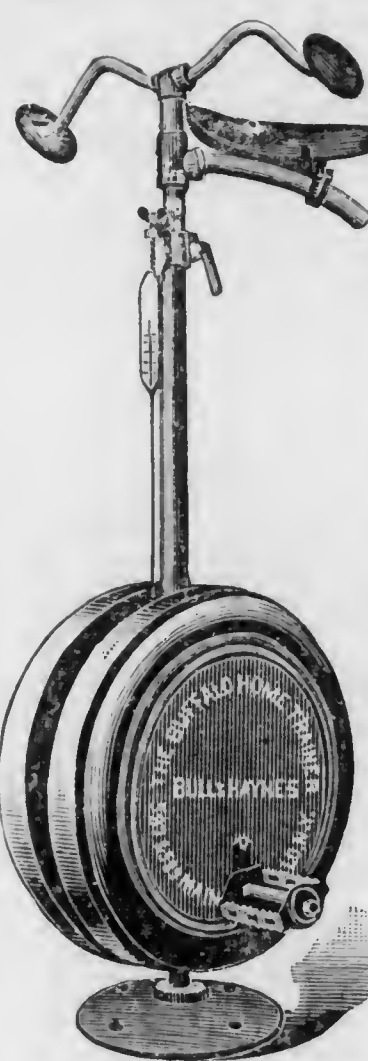
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Smithville, Burlington Co., N. J.

THE  
BUFFALO  
HOME  
TRAINER.

Most Complete in  
the Market.

FITTED WITH  
Saddle,  
Parallel Pedals,  
and Cyclometer.

That rings a bell at  
every quarter mile.  
Adjustable to any length  
of leg.



Price, Complete, \$40.00.

Send stamps for Circulars. Liberal Discount to Dealers.

## BULL &amp; BOWEN,

(Successors to Bull & Haynes),

Makers of Accessories, and Dealers in Bicycles, Tri-  
cycles, Parts, and Sundries.

## REPAIRING A SPECIALTY.

Our facilities for doing all classes of work, such as  
Brazing, Painting, Nickel Plating, etc., etc., at reason-  
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Out of town repairs solicited.  
Hersee Hall Riding School. Open from 9 A. M. to  
10 P. M. Purchasers Taught Free.

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CRICKET.  
Every Part Detachable.

Top easily removed and new one can be put on with-  
out trouble. SPRINGS can be taken out and others of  
any sized wire, or any length, bend or shape, can be  
made and inserted in a few minutes by rider himself.  
Front spring drops from perineum, and takes up sag  
of leather produced by yielding of rear springs. For  
crank and Star.

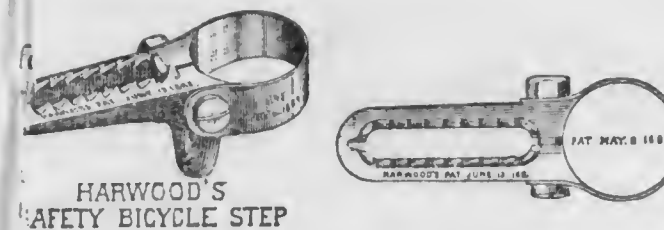
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CLEVELAND - - OHIO.

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ENGLISH AND AMERICAN,

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## Harwood's Detachable Safety Step

fits any machine. Noscrew holes on backbone. Clips  
various sizes, varying by one sixteenth of an inch.  
Ordering state whether the backbone is round or  
flat, and give diameter where step is to be placed.

Price, Nickelled ..... \$1.00  
Extra Clips. Liberal discount to the trade. .... 20  
No. 2 Nickelled Safety for Expert ..... 75  
No. 5 " " Rudge ..... 75  
Prices of remaining numbers reduced to ..... 50  
No. 1, for Standard Columbia ..... 50  
No. 3, for Harvard ..... 50  
No. 4, for British Challenge ..... 50

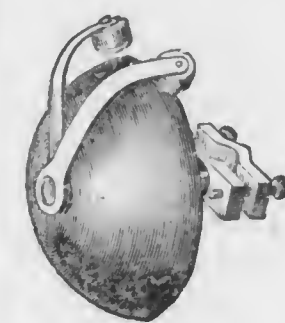
Stamp for circular.

G. F. HARWOOD,

Box 385.

Worcester, Mass.

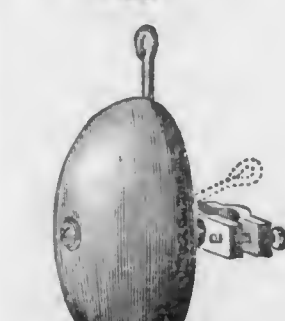
## Bells! Bells!!



## Peerless Stop Bells.

SIMPLE,  
EFFECTIVE, CHEAP,  
GOOD.

No. 8, 1 Hammer - - - 75cts.  
No. 9, 2 Hammers - - - 85cts.



## H. and T. Stop Bells.

The King of Stop Bells.  
Surprisingly Simple. Nearly  
equals our Automatic in  
effect. No Rattle. Out of  
the way. Stopped by Shift-  
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in Every Respect.

No. 10, \$1.25.



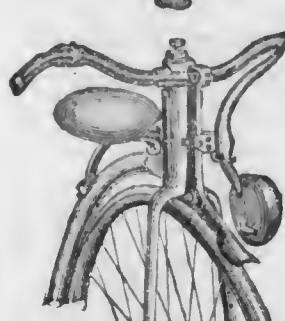
## Tricycle Alarm.

A Bell For Tricycles.

Equal to the  
AUTOMATIC  
For Bicycles.

One or a Series of Strokes  
at Will.

No. 7 - - - \$3.50.



## Automatic Alarm.

THE T-L-T AND U-X-L-D  
BICYCLE BELL.

Sales extending to other  
Countries. Copied by For-  
eign Manufacturers. The  
Most Successful Bell ever  
made. Destined to become  
the Standard Bell of the  
Wheel World.

Nos. 1, 2, 3, 4, 5, 6, \$3.00.

For Particulars send for Circular. Order by Num-  
ber or make of Machine. Sent by Mail upon Receipt  
of Price.

HILL & TOLMAN - - Worcester, Mass.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-  
BOOK. — By Henry Sturme. Describes every machine  
made, with detailed analysis of all the various parts,  
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THERE will be no edition of this work in 1885.  
Seventy-five cents by mail.

We have on hand a few copies of this work for 1882  
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"For some time past there has been a real need with  
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trait of a cycling celebrity, besides other smaller illus-  
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I aspire to a larger wheel, and when I dispose of my present one and get another, as I hope to do next season, I shall certainly get an "Expert," and this after examination into the merits of all the leading mounts of foreign manufacture.

I remain, yours truly,  
HENRY HARWOOD.  
ISHPEMING, MICH., Dec. 1, 1884.

The "Standard Columbia" which I purchased of you two years ago has given entire satisfaction, and I consider it the best machine for road work that is in the market. My next machine will be the "Expert," which is the machine.

Yours truly, C. G. HINDS.  
Cashier Farmers' Bank and Trust Co.  
SAN LUIS OBISPO, CAL., Oct. 6, 1884.

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During the past three years I have done all the repairing in this vicinity, and learn, through my experience, the "Columbia" will stand the roads best and require the least repairs. Very truly yours,

EDWARD E. BAKER.  
WARSAW, N. Y., Dec. 30, 1884.

I have ridden the 50-inch "Expert Columbia" bicycle which I bought of you about a month ago, and I must say I am highly pleased with it. I found it to be the stanchest and easiest-running machine I ever tried. The ball pedals are a great improvement.

Yours truly, F. DIETZ.  
WOODLAND, CAL., Oct. 6, 1884.

After riding a 60-inch "Expert" for over a year and a half I cannot but say I am perfectly satisfied with it in every way. Having owned three different English machines, and taking everything into consideration, I think the "Expert Columbia" the best bicycle on the market.

Very respectfully,  
CHAS. C. PHILBRICK.  
Chicago Bicycle Club.  
CHICAGO, May 15, 1884.

I am not a rich man by any means, but I have never regretted the money invested in a first-class wheel. I have been riding a "Columbia" for the past two years, and in that time I have spared it but little, riding over the worst roads in this section. With the exception of a few minor breakages it has carried me safely through some ugly places. The ball-bearings are perfection.

Yours respectfully,  
JAMES COCKBURN,  
President Mansfield Ramblers.  
MANSFIELD, PA., Dec. 10, 1884.

I have ridden thirteen thousand five hundred (13,500) miles on Columbia machines, of which over nine thousand (9,000) were on the "Expert" bicycle, in many States and over all sorts of roads. As I regard the "Expert" as by far the most satisfactory wheel made for every-day, take-em-as-you-find-em roads, I still ride it daily. In these times of "safety" wheels, small and great, it may be interesting to know that I travelled seven thousand five hundred (7,500) consecutive miles on "Columbia" bicycles without a single fall (save one produced by a collision with a stupid fellow who turned persistently to the left). A bad hill on the famous "22-mile drive" in Mount Desert prevented the above from being 7,501. My freedom from accidents while a-wheel I attribute mainly to three things, viz., the exercise of ordinary care, refraining from coasting, and the stanchness, rigidity, and good workmanship of "Columbia" wheels.

HENRY W. WILLIAMS,  
President Massachusetts Bicycle Club.

Last spring I purchased, through your enterprising agents in this city (Messrs. Zacharias & Smith), my 50-inch full-nickelled "Expert Columbia" bicycle. I have ridden it constantly since I purchased it, and have ridden all kinds of roads, and to-day I find it as stanch as a new one. More than half our men ride the "Expert Columbia," and I have heard them all express this opinion, that the "Expert" can always be relied upon. I will take pleasure in recommending it to all wishing a safe, reliable, and satisfactory wheel.

I remain respectfully,  
WILL. S. JOHNSON,  
Captain "New Jersey Wheelmen."  
NEWARK, N. J., Dec. 22, 1884.

Of the four machines which I have owned, the first was a light English roadster, which caused me continual vexation, and especially its ball-bearings, which would not remain adjusted. My last machine was an '84 "F. N. Expert," with the latest improvements, including Columbia ball-pedals, dropped bars, hollow rear forks, etc.

I have ridden it upwards of 1,500 miles over all manner of roads, have coasted wherever possible; to-day it is as stanch and true as when first received. I have not expended one penny in repairs, and have not tightened a spoke. It is without doubt the king of roadsters.

E. S. BOWEN.  
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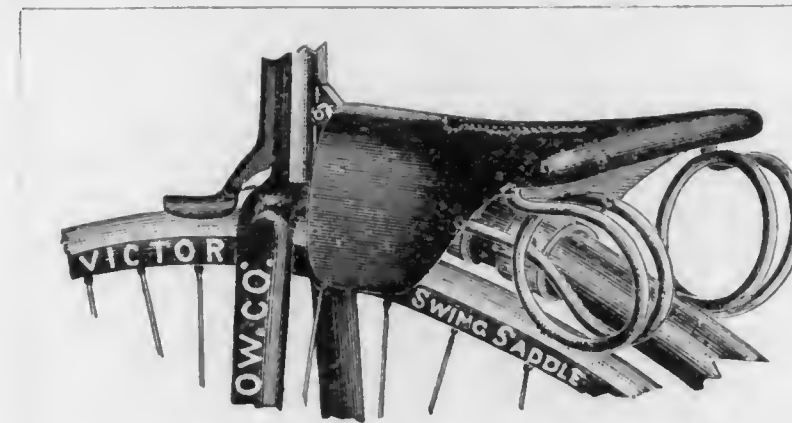
Devoted to the Interests of Bicycling and Tricycling.  
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BOSTON, 1 MAY, 1885.

Volume X.  
Number 26.

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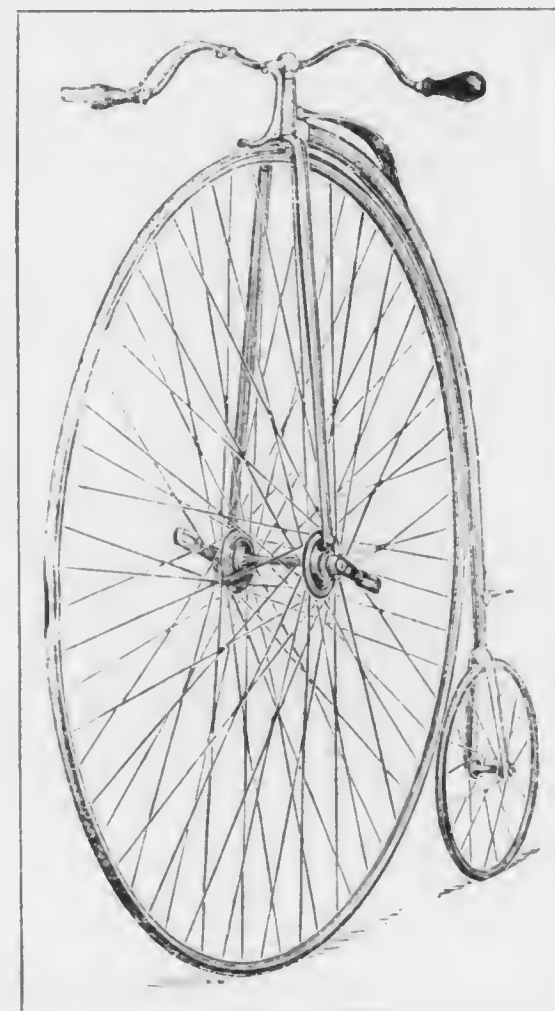
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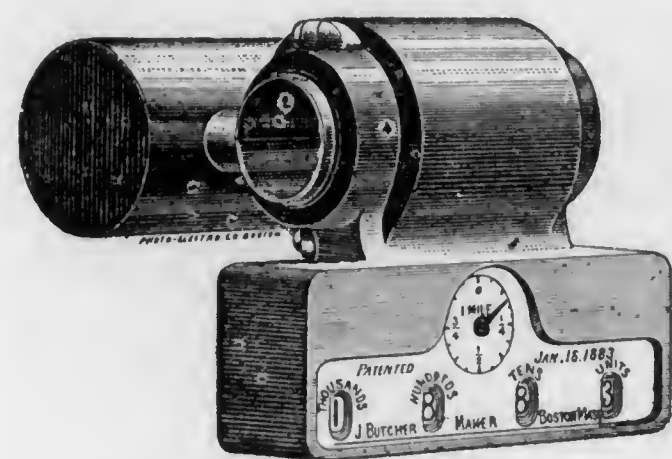
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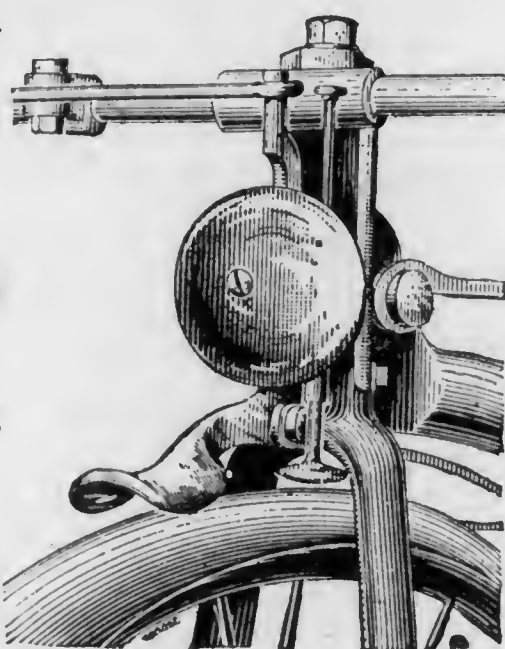
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I would advise everybody to use one, as there is a deal of satisfaction in knowing and seeing while riding, just how far you have been, or to calculate the distance between places, without the necessity of a dismount. It is absolutely correct, and does not rattle.

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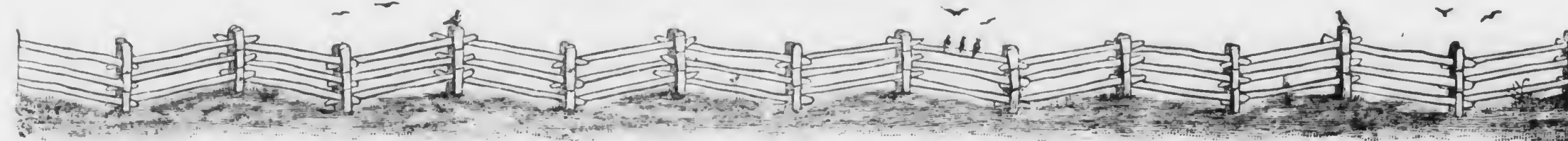
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ABBOT BASSETT . . . . . EDITOR.  
J. S. DEAN . . . . . EDITORIAL CONTRIBUTOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 1 MAY, 1885.

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### PUBLISHERS' ANNOUNCEMENT.

THE partnership existing between J. S. Dean and Abbot Bassett has been dissolved by mutual consent. Mr. Dean will still continue with the paper as editorial contributor and writer on special topics,

and the business will continue under the same firm name as heretofore.

THE Racing Board has finished its work on the Racing Rules, and they are given out this week. Many of the old rules have been retained, several have been altered, and many new ones have been introduced. The Board has taken a firm and decisive stand upon the makers' amateur question, and although we have little faith to believe that they can enforce the rule, we think it is quite time that the League put itself on record in behalf of genuine amateurship. The limitation in the value of prizes to \$50 goes as a recommendation, and we believe it will have a good moral effect. These two rules, if carried out, will settle the amateur question very effectually. Several changes have been made in the duties of race officials, and the rules bearing upon the duties have been amplified and made much more explicit than before. Rules relating to the start and finish have been made very plain, and we cannot well see how any person can be misled. The rules, as a whole, have been made very complete, and we believe the critics, who have had few words of praise for the rules of last year, will have little ground for complaint this. The rules speak for themselves, and this must be our excuse for no more extended remarks concerning them at this time.

REFERRING to the makers' amateur question once again, we wish to put on record the action of the Surrey Club, of England, on the occasion of their spring race meeting, set down for 25 April. Who can doubt but that this will settle the question, so far as this meeting is concerned. Here is the note attached to their advertisement: "The entry of an amateur cyclist in the employment of, or retained by, any maker or makers will not be accepted unless such amateur cyclist agrees to ride a machine other than that manufactured or supplied by the maker or makers by whom he is so employed or retained. Any competitor who infringes this notice will be liable to disqualification." The only danger to be feared from this is that men interested in one make of machines will ride those of a rival manufacturer, and lose on purpose to throw discredit on the machine, but we think a stop could be put to that little game if it should be tried.

THAT cycling is a dangerous sport is an idea that cannot be eradicated from the minds of many who frown upon all kinds of athletic exercise. The best argument to present to this class of people is a table of statistics. The lists of a large accident insurance company in London show the remarkable fact that of the three sports, bicycling, tricycling and lawn tennis, the latter is the most dangerous, for the following number of accident policies were paid in 1884: Bicycling, 6; tricycling, 8; lawn tennis, 11. This may mean much or little, but it is a straw.

WE were told by a friend the other day that there was some doubt in the minds of wheelmen regarding the position of the WORLD on the question of admitting professionals to the League. Those who profess not to know where we stand, have failed to read us carefully, for we have stated again and again that we believe in admitting professionals to the League. It is the first step towards the elevation of professionalism, which we desire to see. Let it not be understood that we would throw open the doors and let everybody enter, for that is not our idea. We believe in a careful scrutiny of the records of all who knock at the League doors, and there are professionals now existant that we should dislike to see in the League, but, all other things being considered and found to pass muster, we would like to see professionalism no bar to entrance. This is no experimental step. It has been tried and found good. When any person will come forward and prove to us that the N. C. U. or the L. E. C. W. have suffered by the presence of professionals in their ranks, we may change the opinion we now hold.

JUST why wheel papers and cyclists should discourage associations organized for the benefit of wheelmen, it is hard for us to make out. There is room enough in the wheel world for such societies as the L. E. C. W., the A. M. W., and the C. W. A. They do a good work, and their existence is an injury to no one. If they desire to disband their organizations and come under the wing of the L. A. W., well and good, let them; and it is also well and good if they choose to work in their own way. A great many hard words have lately been said anent the C. W. A., and one club in particular has been applauded for leaving it and joining the L. A. W. The C. W. A. is a worthy



association, and it should have the support of every Canadian wheelman, but if there are those Canadians who do not care to be with and of it, they should retire quietly and without a burst of fireworks.

A WELL-KNOWN racing man, a friend of ours, has always refused to race with a personal friend, for fear that the relations between the two may be disturbed. We have never agreed with him, for we can see no good reason for a man regarding his opponent in a race as an enemy. A little circumstance at the meeting of the Citizens' Club, shows an interchange of courtesies very commendable to the parties, but we doubt if it would be well to see the idea followed out, and thus serve as a precedent for the courtesy which may be demanded on the race-track in the future. Just after the start in the safety race, some part of Bidwell's machine broke and dropped him on the floor. Upon perceiving this, Hamilton stopped, and, crossing the inner ring to the starting-point, waited till Bidwell secured another machine, and then they were started again. On the third lap Hamilton had a spill, and Bidwell, instead of going ahead, slowed up and waited for him. Then ensued one of the best races ever witnessed. Bidwell and Hamilton have shown us that the gentleman need not be dropped when a man enters a race, but have they established a precedent to be followed? We think not. Had Hamilton continued, he would have gained little glory from the victory, but at the same time, his action would not have been open to criticism.

THE *Bicycle South* is out with a covert attack on the nomadic professionals, and intimates that they have been guilty of shabby conduct at the South, and wonders how the Northern papers can put into black and white "such trashy manuscript" as is sent them by "Spokes" and others. Our compliments to the *Bicycle South*, and with our compliments we desire to send a remark to the effect that the articles which "Spokes" has sent to the *WORLD* have not been "trashy." Had they been they would not have seen the light. "Spokes" can and does write an interesting letter. Regarding the shabby conduct which the paper intimates, we will say that when such things have occurred at the North the *WORLD* has not indulged in glittering

generalities, but has told the truth without fear or favor. The *Bicycle South* owes it to wheelmen to let daylight shine upon the "sharp tricks" that they hint at, and the professionals should call for a bill of particulars.

A GREAT many of our English friends still express doubts regarding the 2.39 records of last season. They can give us no good reason for their doubts, but refuse to accept the evidence offered. But the fact remains, that the records of Sellers and Prince are backed by more proofs, both in quantity and quality, than any record made on the English path. We will not say that the English records will not stand such tests as the 2.39 records have been put to, but they have never experienced them.

SOME of our esteemed contemporaries are comparing club lists, and each boasts the largest number of clubs. The compilation and preservation of a list of clubs would take a good part of any person's time. Clubs are coming in and going out, and many of them are in a state of coma. Then again, the officers are constantly changing, and there is an uncertainty regarding names. The man who tries to keep up with the changes in the clubs must have the patience of Job and the perseverance of Satan. If he does not, he will very soon cultivate the vocabulary of a mule driver, and the conscience of a pirate. Let him try his hand at the compilation of a list of cycling papers when he gets through.

#### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Buffalo.

Editor *Bicycling World*:—The winter is still turning around to snarl and growl at us as it departs, as if angry at the advance of spring. We have had several snow-storms since I last wrote you, and not until the 17th did we get any weather that could fairly be called spring-like. Lake Erie is still full of ice, and we are told (by letter) that there is still very fair sleighing in one of the interior towns.

We are wondering what is going to burn up next here in Buffalo. Our big and beautiful Music Hall "went up" a short time ago, and now one of our biggest and best printing establishments has

suffered a like fate. We are living in hopes that our principal hotel may at least be spared us until after 3 July.

W. S. Bull was out on his Rudge Safety a few days since. The little machine excited a good deal of interest and some laughter, and of course all the boys wanted to try it. Most of them did, and some of the effects were comical enough, as the long-legged ones sent it flying up and down hill at a great rate. It went famously, and it was n't laughed at so much after that. It was geared to 56, and yet it walked right up hill as if the hill were not there.

Mr. Bowen was also out on a 50-inch wheel of his own construction, which weighs thirty-three pounds. He carried a cyclometer of his own make also, which has several different hands. One of them can be set back to zero. Another registers continuously, so as to keep the whole season's record. A third registers fractions of miles. Mr. Bowen is a very strong and graceful rider. He has no step on his machine, as he always uses the pedal mount, and does not think it necessary to carry a brake. He is turning out some very excellent work from the repair-shop, and more is constantly coming in.

The wheel business has started with a rush, and machines are going off like hot cakes. Seven machines were sold in a single week by one dealer. The new Victor is "taking" very well, the agent reporting five orders already taken.

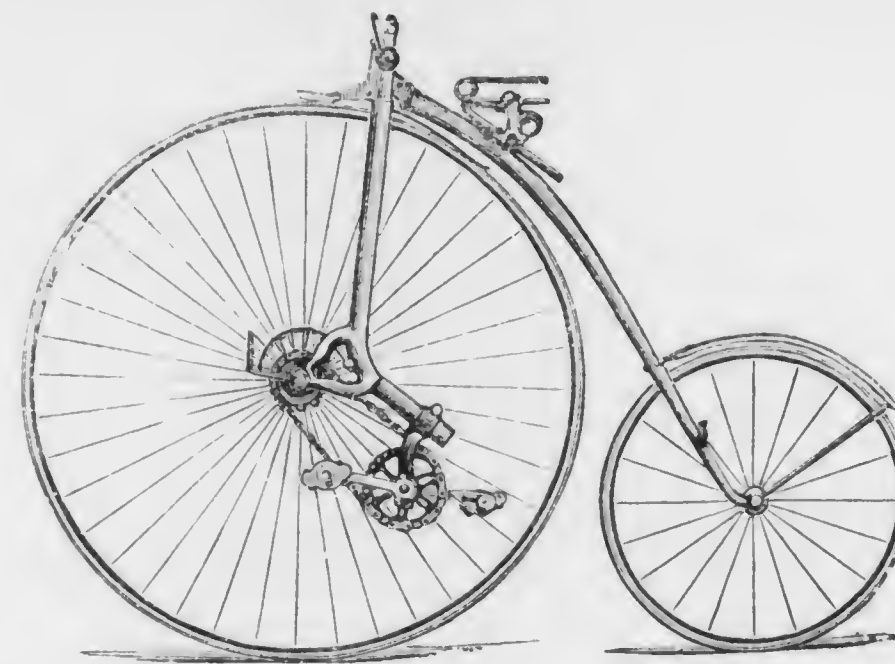
A member of the Buffalo Club committee has been talking roads with a gentleman of the park commission, and the prospect is that all the parkways and roads will be thoroughly rolled and put into magnificent condition before July, so that our comrades of the League will find them at their best. Last summer, at the close of the Buffalo Club tournament, some twenty-five of the visiting wheelmen were taken on a run about the city by one of the club officers. They travelled over ten miles of parkways and asphalt, and told their guide at the close that they had never enjoyed a run so much. In summer time, when Buffalo gets its "summer clothes" fairly on for the season, it is a lovely place indeed—if we do say it. Yours truly,

P. X. Q.

BUFFALO, 20 April, 1885.

A NEW arrangement has been recently introduced by a Western railway company on the cabs of their freight trains for recording the number of miles travelled and the time per mile, as well as the time of each stoppage. The device consists of a "worm" on the axle of the car which runs into a worm wheel, to which is connected a shaft that runs up into the car, working a series of delicate clock-work. A roll of paper divided into squares is wound upon the drum of the recorder and a fixed pencil travelling over the surface from side to side denotes by the number of squares the time of running each mile.

#### MANUFACTURE.



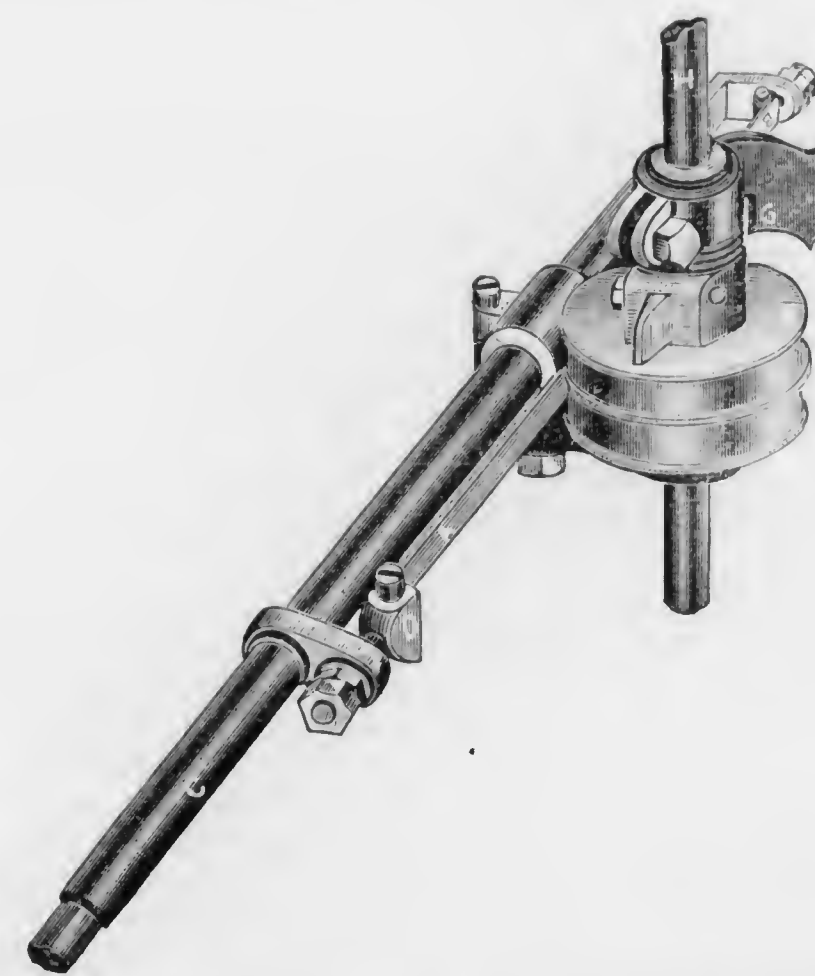
The Challenge Safety.

MANUFACTURED BY SINGER & CO., COVENTRY, ENGLAND, AND IMPORTED BY W. B. EVERETT & CO., BOSTON.

We present to our readers a cut of the Challenge Safety, the first samples of which arrived in Boston last week. It has been tested by many prominent riders on all kinds of roads, and is pronounced as easy running as any of this style of machine. The rake of the fork gives it perfect safety, headers being impossible. The seat being so far back of the centre makes it a sensitive steerer, but this, one gets used to in a very few minutes. The front wheel is forty inches and the rear twenty-two, while the tires on both wheels are seven and one-eighth inch. The seat-rod, by a patent device, is capable of adjustment up and down as well as forward

and back, so the same wheel can be adjusted for a fifty-inch or fifty-eight-inch rider, together with all intermediate sizes. It has ball bearings at all points, and is free from rattle. The support for the lower bearing is forked, giving a double bearing where the most strain comes.

Theoretically its construction is against ease of running, as the seat is so far back that it is often condemned by the knowing ones at sight; but a practical test and the report of old safety riders who have thoroughly tried these this week, prove beyond a doubt that nothing is sacrificed in easy running and speed. Those thus far imported have been speeded to forty-eight, fifty-two, and fifty-six inches. The medium speed, however, seems most popular as it is then an easy hill climber, and a speedy roadster.



The Victor Ribbon Steering.  
MADE BY THE OVERMAN WHEEL COMPANY, BOSTON, MASS.

ONE year's experience with the ribbon steering has convinced the Overman Wheel Company that they have a steer-

ing device in which there is no lost motion, and which prevents the annoying "wobbling" of the front wheel. The device has been much improved during the winter, and, as now constructed, there seems to be no danger of breakage or other annoyance. It is adjustable for wear at every point, and the ribbons are wider, heavier, and just alike, so there can be no mistake in putting them on. Each ribbon runs in its own separate track, and there is a flange between to prevent one from impinging upon the other. The tension can be easily adjusted. All the joints run on two washers, one of hardened steel, and one of patent fibre, and there will be little, if any wear. One important improvement is the arrangement for taking the strain off the ribbons when the turn is finished. The stop F in the cut brings up against the frame at G, and no further turning can be done. A great deal of the breaking of the ribbons in the past has been occasioned by the absence of some such stop as this to prevent careless persons twisting the handle after the turn had been completed. The drum makes but one turn, and one coil of each ribbon always remains on the cylinder. A compensating joint at D allows the ribbons ease of movement, and prevents all kinking.

#### The Trade.

T. J. KIRKPATRICK has secured an English patent for the Hygienic saddle.

IN re our remarks relative to the need of a lock nut on the Crimper Saddle, the makers write us: "The thumbcrews are self-locking, it being almost impossible for more than half a turn backwards."

ONE of the pleasantest events of the early season was the opening of the new bicycling establishment of W. B. Everett & Co., at "Bicycle Corner," on Wednesday of last week. The new firm has fitted the store in fine taste and will use the main floor as a salesroom. Crates and soiled machines will be admitted to the basement only and all the shipping will be done there. There was a constant stream of wheelmen to the new store from early afternoon till late at night, and much interest was shown in the inspection of machines and the trial of a number which the firm placed at the disposal of visitors. Under the direction of a caterer a collation was spread for visitors, and this formed an attractive feature to many. The Boston Club, of which Mr. Everett is a valued member, made a call in force late in the evening, and drank success to the new firm in coffee and other liquids. Messrs. W. B. Everett & Co. start out with the good wishes of all wheelmen, and the *WORLD* hopes for them a success equal to their brightest expectations.

THE Overman Wheel Company has just completed a 58-inch Victor Racer, for Cola Stone at St. Louis. The machine weighs but twenty-four pounds without saddle or pedals. It has been given a thorough test on the road, and has with-



stood the severe strain of hill-climbing perfectly.

ZACHARIAS & SMITH have issued their catalogue for 1885. It contains thirty-six pages, and has cuts and descriptions of their goods and those they are agents for.

#### Rutland, Vt.

THE spring opens with a boom in cycling, new riders, and new mounts for some of the old ones. The light roadsters seem to be the favorite this year, and the whole talk at the club rooms is as to the merits or demerits of the Victor, Rudge, and Columbia.

The Rutland Bicycle Club are beginning to talk of their coming annual Memorial Day run, and "where shall we go?" is the question.

We have had good riding in the streets for some two weeks or more, but as yet the roads generally are muddy in places, and we anticipate more mud, as the snow is not yet off from the hills, nor the frost entirely out of the ground.

Several members of the Rutland Bicycle Club, are intending to try for a century run in June this year. We generally have less windy days at that time, and much more daylight than in the fall.

The drill-squad go to West Rutland on Thursday night, assisted by Messrs. Burt and Barton in their double and single fancy riding.

No extended runs as yet this year, though quite a number of the club took a spin out to West Rutland on Sunday.

Yours, fraternally, GEORGE.

#### The Wheel Championships.

THE following short history of the wheel championships will be interesting to many.

##### HALF MILE.

1884. Established this year by the L. A. W. at the request of the Cleveland (Ohio) Club, and contested at Cleveland, 18 August. Trophy furnished by the club.

First heat. George Collister (1), 1.33½; Cola E. Stone (2), 1.33½. Second heat. Asa Dolph (1), 1.28½; Charles Frazier (2), 1.30; W. F. Knapp (3). Final. Charles Frazier (1), 1.33½; Cola E. Stone (2), 1.35; George Collister (3).

1885. Will be contested under the auspices of the Ohio Division, at Springfield, Ohio, 20-21 July. Prize, League medal.

##### ONE MILE.

1881. Established this year by the L. A. W. Run on the Manhattan Polo Grounds, New York, 6 October, on the day of the fall meeting of the Board of Officers in New York. Lewis T. Frye (1), 3.12½; W. M. Woodside (2), 3.18½; L. H. Johnson (3); Joseph Lafon (4). Prize, League medal.

1882. Run at Beacon Park, Boston, 20 October, on the day of the fall meeting of the Board of Officers. George M. Hen-

dee (1), 2.57½; Lewis T. Frye (2); Victor C. Place (3). Prize, League medal of 1881.

1883. Run at Mott Haven, under the auspices of the N. A. A. A., 2 June. George M. Hendee (1), 3.36½; Roland G. Rood (2). Prize, League medal of 1881.

1884. Run at the annual meet of the League in Washington, 20 May. George M. Hendee (1), 3.6½; Charles Frazier (2). Prize, League medal of 1881.

1885. To be contested at Buffalo on the occasion of the annual meet of the League, 2 and 3 July. Prize, new League medal.

##### TWO MILES.

1879. Established by the N. A. A. A. Run at New York. L. H. Johnson (1), 7.22. Prize, N. A. A. A. medal.

1880. Run under the auspices of the N. A. A. A. at New York. L. H. Johnson (1), 6.56½. Prize, N. A. A. A. medal.

1881. Run under the auspices of the N. A. A. A. at New York, 24 September. C. A. Reed (1), 7.6½. Prize, N. A. A. A. medal.

1881. Established as an American Championship by the L. A. W., and run at New York, 6 October, on the occasion of the fall meeting of the Board of Officers. William J. Smith (1), 6.35½; L. H. Johnson (2), 6.30½; W. M. Woodside (3). Prize, a gold medal.

1882. By an agreement between the L. A. W. and the N. A. A. A., this championship was made a joint one of the two associations, and it was decided to locate it with the N. A. A. A. each year to be run at the annual games of that association, they to furnish the trophy. Run at Mott Haven, 10 June.

George D. Gideon (1), 6.41½. E. A. Thompson (2), 6.50½. C. A. Reed (3); F. E. Davidson (4); A. Smith (5). Prize, N. A. A. A. medal.

1883. Run at Mott Haven, 2 June, at the N. A. A. A. games. George M. Hendee (1), 6.47½; C. A. Reed (2); W. R. Pitman (3). Prize, N. A. A. A. medal.

1884. Run at the N. A. A. A. games, 27 September. The association refused to run the race under League rules, and the championships were not recognized by the League. Lewis B. Hamilton (1), 6.38; Wm. Wait (2); A. B. Rich (3). Prize, N. A. A. A. medal.

1885. To be run under the auspices of the Cleveland (O.) Club, 27-28 August.

##### THREE MILE.

1883. Established by the League at the request of the Germantown and Philadelphia clubs. Trophy furnished by those clubs. Run at Philadelphia, 29 September. George D. Gideon (1), 9.58½; Charles Frazier (2); C. H. Chickering (3). Prize, Philadelphia medal.

1884. Run at Washington, 20 May, on the occasion of the Annual Meet of the L. A. W. B. W. Hanna (1), 10.25½;

John Brooks (2); C. H. Chickering (3). Prize, Philadelphia medal.

1885. Not yet located. Prize will be Philadelphia medal.

##### FIVE MILE.

1882. Established 1882 by the L. A. W. and N. A. A. A. as a joint championship to be run under the auspices of the former. Run at Mott Haven, 10 June. George D. Gideon (1), 17.10½; Roland G. Rood (2); C. A. Reed (3). Prize, N. A. A. A. medal.

1883. Run at Mott Haven, 2 June. R. G. Rood (1), 17.37½; C. A. Reed (2); E. A. Thompson (3). Prize, N. A. A. A. medal.

1884. Run at Mott Haven, 27 September. Not recognized by the L. A. W., because not run under League rules. Lewis B. Hamilton (1), 18.36; William Wait (2); A. B. Rich (3). Prize, N. A. A. A. medal.

1885. To be contested under the auspices of the Connecticut Club of Hartford, Conn., at the annual tournament 1 and 2 Sept. Prize, new League medal.

##### TEN MILE.

1883. Established at the request of the Springfield Club. Trophy furnished by the club. Run at Springfield, 18 September. George M. Hendee (1), 33.43½; A. H. Robinson (2); H. D. Corey (3); Thomas Midgley (4); Charles H. Jenkins (5); C. D. Vesey (6); Charles Frazier (7); Ed. Pettus (8); J. H. Low (9); W. C. Ross (10). Prize, Springfield medal.

1884. Run at Washington Meet, 20 May. John Brooks (1), 36.03; Charles H. Chickering (2). Prize, Springfield medal.

1885. To be run at Springfield, 8-10 September. Prize, Springfield medal.

##### TWENTY-FIVE MILE.

1883. Established at the request of the Springfield Club. Trophy furnished by the club. Run at Springfield, 20 September. C. F. Frazier (1), 1.23. 10 (ruled out on account of a foul); A. H. Robinson (2), 1.23.12; C. D. Vesey (3); E. P. Burnham (4); Ed. Pettus (5); J. H. Low (6); H. J. Hall (7). Thomas Midgley (8); Lewis B. Hamilton (9).

1884. Run at Washington Meet, 20 May. Chas. F. Frazier (1), 1.38.9; H. J. Hall (2). Prize, medal furnished by the League.

1885. To be run at New Haven under the auspices of the Yale Club, 29-30 May. Prize, Washington medal.

##### ONE-MILE TRICYCLE.

1883. Established at the request of the Springfield Club. Trophy furnished by the club. Run at Springfield, 18 September. W. W. Stall (1), 3.33; A. G. Powell (2), 3.34½; L. H. Johnson (3); C. D. Vesey (4); C. H. Fowler (5). 1884. Run at the Washington Meet, 20 May. Geo. M. Hendee (1), 3.57½; L. H. Johnson (2), 3.57½. Prize, medal furnished by the League.

# THE AMERICAN RUDGE.

MANUFACTURED BY

## D. RUDGE & CO. - - - Coventry, England.

The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that **there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish.** Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



SEND FOR  
1885  
CATALOGUE.

SEND FOR  
1885  
CATALOGUE.

**BEARINGS.** Rudge Unequalled Ball to both wheels, exactly like the Rudge Light Roadster.

**FORKS.** Elliptical; hollow to front wheel; solid to back; very rigid.

**HANDLE-BAR.** Curved, solid; same shape as fitted to Rudge Light Roadster.

**HEAD.** Long centre Humber; similar to the Andrews patent.

**HUBS.** Gun metal, nickelled; well recessed to admit narrow tread.

**TIRES.** Seven eighths full to front wheel, three fourths to back, of first quality rubber.

**SADDLE.** Lamplugh & Brown's, or Brooks's, long-distance tension.

**PEDALS.** Heavily nickelled parallel, fitted with extra strong pins.

**SPOKES.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

*A few shopworn and second-hand machines in stock at low prices. Send for list.*

SOLE U. S. AGENTS,

## STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

RELIABLE AGENTS WANTED.



American Agents for the

This is a Correct Cut of  
the "Royal Mail."



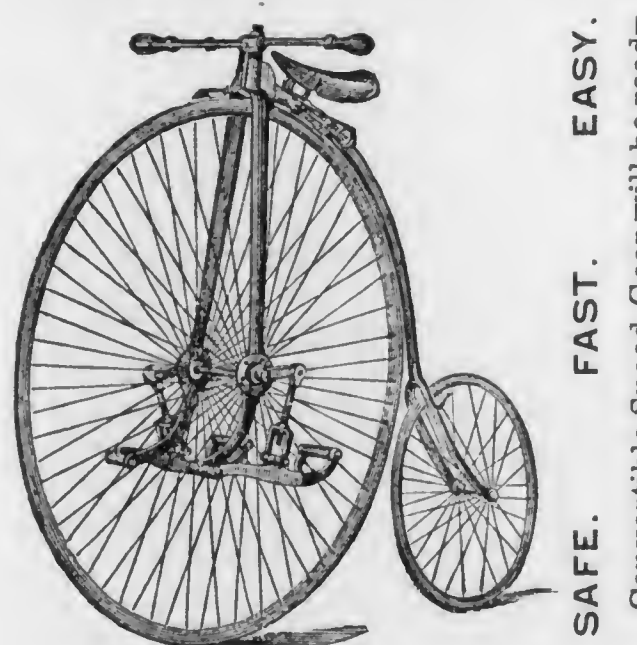
"Royal Mail" holds the World's record.

Fastest One Mile - - - 2:39  
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No other Wheel in the World holds  
two as fast Records!

A Rigid, Superbly Built Bicycle!

We offer it as the Highest Quality Wheel  
brought to the States. Light Roadster, with  
Tangent Spokes. 36 lbs. Also, holds the American  
100-mile record, and won many principal  
events in 1884.  
Agents wanted. Send stamp for Illustrated  
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SAFE. FAST. EASY.  
Convertible Speed-Gear will be ready  
very soon.  
When writing, mention this paper.

JAS. S. NEWELL & CO.

302 Federal Street, Boston,

Manufacturers of PRESSES AND DIES.  
New Machinery Designed and Built.

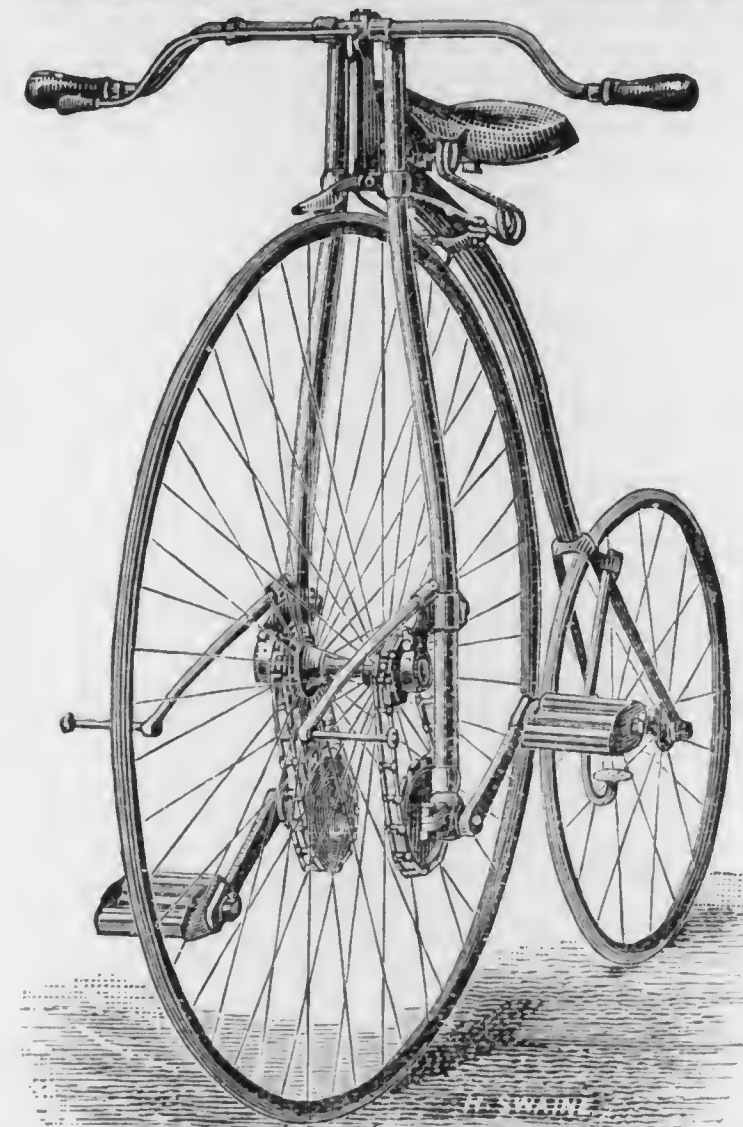
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REPAIRED.

Painted, Enamelled, Nickel Plated

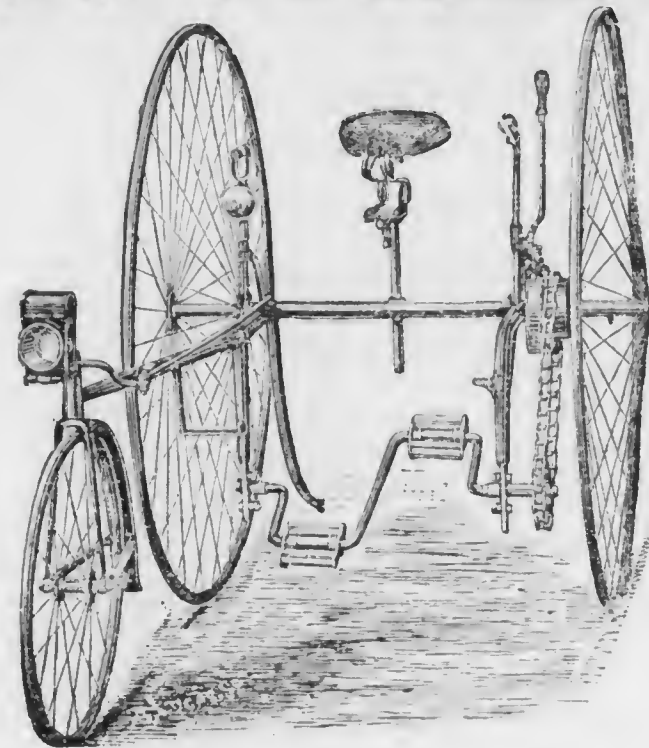
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Bicycles and Tricycles sold on commission. The Bicy-  
cle branch of our business is in charge of WILL  
S. ATWELL, telephone No. 1935.

## THREE WINNING CYCLES!



WINNING SAFETY "KANGAROO"  
100-Mile Record of the World, 7 hours,  
11 minutes, 10 seconds.  
HEADERS IMPOSSIBLE!



Winning Tricycle "Royal Mail"  
Won the Records for 1884 for 1-4  
1-2, 3-4, 1, 3, 4, 5 miles.

Especially advantageous for country roads, as,  
the front wheel being on one side, the rough horse-  
path and stones and obstacles are easily passed  
over. Easy of access, especially for ladies.

WILLIAM READ & SONS,  
107 Washington Street,  
BOSTON.

## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 0h. 33½m.  
Twenty miles.....in 1h. 15m. (21 miles actually).  
Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering 266 1-4 miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7½ hours. It has  
made more road records of 200 miles and over in one day than any other machine whatever;  
and for universal availability for all roads, weather, and purposes, and *all-the-year-round*,  
nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

J. WILCOX, Agent and Attorney - - - 15 PARK PLACE, NEW YORK.

## YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint  
or Enamel, Sound and Perfect, but very slightly shop worn.

For Less than the price of a good second  
hand, low class wheel.

This is an opportunity to get a wheel for little money. Do not loose it. Only a limited  
number for sale and they are

BARGAINS EXTRAORDINARY  
Send for descriptive price list and mention this paper.

S. T. CLARK & CO. - - - BALTIMORE, MD.

1885. To be run at Buffalo Meet, 2  
and 3 July. Prize, Washington medal.

### LIST OF CHAMPIONS.

Half mile. — 1884, Chas. F. Frazier.  
One-mile. — 1881, Lewis T. Frye.  
1882, Geo. M. Hendee.  
1883, Geo. M. Hendee.  
1884, Geo. M. Hendee.  
Two mile. — 1879, L. H. Johnson.  
1880, L. H. Johnson.  
1881, C. A. Reed.  
1882, Geo. D. Gideon.  
1883, G. M. Hendee.  
1884, L. B. Hamilton (?).  
Three mile. — 1883, Geo. D. Gideon.  
1884, B. W. Hanna.  
Five mile. — 1882, Geo. D. Gideon.  
1883, R. G. Rood.  
1884, L. B. Hamilton (?).  
Ten mile. — 1883, Geo. M. Hendee.  
1884, John Brooks.  
Twenty-five mile. — 1883, A. H. Robinson.  
1884, C. F. Frazier.  
1884, G. M. Hendee.  
One-mile tri. — 1883, W. W. Stall.

### CURRENTS CALAMO

Jim Slat.

A WHEELMAN of note,  
In the town, was Jim Slat,  
And his rival was little 'Tom Green';  
For they both loved the same  
Young woman, by name —  
Never mind! — a "skatorial queen."

Now Jim was a "flyer" of fair renown,  
And Tom was as fast as any in town,  
Though neither a medal could show;  
And 't would seem that the "chiefs"  
In their loves, as on wheels,  
Were anything else but "slow."

Yes, their heads were both turned,  
And the passion it burned —  
Fairly scorched — till it blazed at both ends —  
Alack, sad is fate!  
For the passion of hate,  
Zealous-fed, to 'ard foul murder portends.

Now would you once think? —  
Though they met at the rink  
This queen of the rollers each day —  
Neither youth had confessed  
The fierce love in his breast  
To the woman, in any way.

And she, without guile  
Only fluted the while  
The harder, with both, tho' it deepened their wrath,  
'Till, at length, 't was agreed  
That the one should "proceed"  
Who could win the sweet prize on the cinder path.

Oh, how they trained and trained!  
And how they gained and gained  
In speed and muscle day by day!  
'T was not a prize to throw away;  
'T was no child's play —  
And so they worked from March to May.

Such race was never seen —  
( 'T was won by Green ),  
And th' excitement reached such height sublime,  
Th' officials failed to take the "time."

Poor vanquished Jim — Jim Slat!  
Love's fragile boat  
Would n't float.  
Crushed were his hopes, he sadly took his coat.

And now Tom Green grew bold;  
He sought this charming roller queen;  
There was a very thrilling scene —  
Tom Green grew sudden cold.

The maiden said the air was rather chill —  
She was real sorry — by and by —  
He would n't lisp it, would he? 't was a secret still;  
She soon would wed a man who rode a "tri."

And now, alas, Tom Green  
Heart broken — touched with steel,  
Skipped town upon his wheel,  
And ne'er again was seen.

As for the man who rode the "tri,"  
He sold it by and by  
And bought instead a birch canoe,  
And then, what did the woman do  
But tell him he might go to — to —  
To Nova Scotia or to far Hayti.

The wheels of time whirl 'round and 'round  
As wheels are apt to do;  
And Jim recovered from the wound  
Of blighted love, and was as good as new.

A wheelman of note,  
In the town, was Jim Slat,  
For he owns a tandem "tri,"  
(Alas, poor Tom Green!)  
Jim has won the fair "queen,"  
And there 'll be a rink wedding by an' by.

CHARLES RICHARDS DODGE.

### MAY Day.

We hope wheelmen will be able to say  
we've may'd 'ay while the sun shines in  
more respects than one.

READ the racing rules carefully.

FAED is getting up a party of tricy-  
clists to meet Stevens, as he goes to  
London from Liverpool.

THE *Hamilton Journal* will be devoted  
to cycling. It will be published monthly,  
at Hamilton, Ohio.

COREY has commenced the season well.  
On the 25th, he rode Corey Hill, on his  
thirty-pound 53-inch Rudge Light Road-  
ster, fitted with racing ball pedals. This  
is the same machine that was presented  
to him by Rudge & Co. for first riding  
the hill, and the one he tells us he suc-  
cessfully used in racing against Cooper &  
Webb, in Surbiton, England.

STEVENS, the tourist, arrived at  
Queentown, 18 April.

A DAILY report of the condition of the  
roads is posted in a Buffalo wheel estab-  
lishment for the benefit of the local  
wheelmen.

LAWRENCE F. ABBOTT, late of the  
editorial staff of *Outing*, and now on a  
voyage around the world for his health,  
is reported as having arrived at Mel-  
bourne, Australia, greatly improved phys-  
ically.

THE absence of a riding school in Bos-  
ton is said to exercise a restraining influ-  
ence in the growth of cycling.

A YOUNG bicyclist in Newark, N. J., is  
working upon a mechanical whistle which  
will be attached to the back-bone of the  
machine and blown by the action of the  
wheel when a lever is depressed.

FRED JENKINS, of the *Wheel*, has be-  
come a partner in the firm of W. N. Oli-  
ver & Co., printers.

THOSE who go in for "higher aims"  
in cycling are reminded that the arbutus  
is now in bloom.

CYCLING, a monthly journal, comes to  
us from Cleveland. Alfred Ely is the  
editor, T. J. Kirkpatrick, editorial con-  
tributor, and C. H. Potter, business man-  
ager. The first number is gotten up in  
good taste, and has a deal of interesting  
matter.

TWENTY-FOUR pages this week.

HERE is a good receipt for lubricating  
oil: Three ounces sperm, one ounce  
castor, one-quarter ounce paraffine.

L. D. COPELAND, of steam bicycle  
fame, has formed an alliance with F. S.  
Rollinson, and they will travel eastward  
with the machine.

At Rockland, Me., 22 April, as the  
Decoma brothers, of New York, were per-  
forming feats on a bicycle on a wire rope,  
seventeen feet from the floor, the staple  
to which the rope was attached pulled  
out, and the bicycle, with three men on  
it, fell. J. P. Decoma received a severe  
scalp wound on the back of the head;  
J. G. Decoma was badly bruised, and the  
bicycle fell on his back, causing internal  
injuries which may prove serious. Both  
men were rendered unconscious.

ON Saturday, the 25th, the town of  
Pembroke, N. H., was the scene of one  
of the most pleasing private weddings of  
the early wheeling season, the contracting  
parties being Miss Lizzie E. Little, a  
daughter of one of Pembroke's most  
wealthy and enterprising citizens, and  
Mr. L. F. Thurber, of Nashua, treasurer  
of the White Mountain Freezer Co., of  
that city, and an earnest worker in cycle  
circles, especially in the C. T. C., whose  
membership in Nashua has so radically  
increased since Mr. Thurber was ap-  
pointed city consul. After the usual  
wedding tour, the happy couple will take  
up their residence at No. 15 Park street,  
Nashua, amid a large circle of admiring  
friends.

THE April number of the *C. T. C. Gazette*  
did not reach these shores till the  
20th, and in it only two American appli-  
cations for membership appear. Thirty-  
two applications, which should have been  
inserted, were on one of the steamers  
which "made bad weather" of it about  
that time, and did not reach Liverpool  
until overdue. The May *Gazette* will  
contain about one hundred new applica-  
tions for membership in the American  
Division.

ONE of the English danger boards has  
at length been received in this country,



and can now be seen at the Cunningham Company's salesrooms. Estimates are being made, and the American Division of the C. T. C. will at once order a number of fac similes, but whether the order will be placed in this country or in England, the figures will have to decide. The committee will deal where it can be supplied best and cheapest.

LAST Friday night's report from "XM Miles on a Bi," was 2,750 subscriptions enrolled, one hundred pages of type set up, and a very slight chance of reaching publication day before the latter part of the summer.

THOSE who ride with rat-trap pedals should have grooves cut in the sole of the boot. The best plan for fitting these grooves, according to an English contemporary, is as follows: "The bottom of the boots or shoes should be first carefully wetted in any way which may be convenient, and then the rider, mounting the machine either on the track or on a selected piece of road near home, should carefully place the feet in a correct position, and paddle about for half an hour or so; then, at once taking off the boots or shoes while the marks of the pedals are fresh on the soles, they should be taken, with the pedal, to the shoemaker, and he should peg on to the sole a second sole, something over a quarter of an inch in thickness; then, by cutting out two pieces of this added sole, two grooves will be made about a quarter of an inch in width, reaching down to the surface of the original sole, corresponding with the pedal marks, and, of course, carefully fitted to the pedals. This arrangement provides the rider with a very firm grip, and enables him to pull and push in the full exercise of the strongest ankle action.

REV. S. HAMILTON DAY has been located at South Yarmouth, Mass. We do not dare to condole with him, for we can imagine that his church work, the main object of his life, will be none the less interesting or important if the roads are beastly; but when he considers his situation from a wheelman's point of view, we can imagine that his opinions will be very strong. Come up this way once in a while, Bro. Day, and let yourself out. Your parish will be benefited by the new vigor which will mark your sermons.

A. C. BEASLEY, of Hamilton, Ont., has traveled 2,000 miles on his tricycle through England and France. He is now in Paris, and will go down the Rhine, and spend a short time in Germany, England, Ireland and Scotland, before returning to Hamilton about the beginning of June.

We had a pleasant call from Mr. A. Kennedy Child, of the N. C. U. Executive, last week, and we are promised the honor of "doing" the Boston club houses with him this week.

THE League organ committee has asked for suggestions, but it is understood only a few have been received. One bid for furnishing the gazette has been received,

but the terms have not yet been made public. On careful inquiry among the wheelmen of Boston and vicinity, the prevailing opinion is found to be in favor of the League publishing its own gazette. The gazette should not be published oftener than once a month, and should contain sufficient interesting matter to insure its being read, and not being thrown into the waste basket with the wrapper unremoved, as has been too often the case during the past year. With a proper man to manage it (and Secretary Aaron is just the man) there is no reason to believe that the gazette would prove otherwise than successful. — *Globe*.

Our c. c. has wheeled into line, and come around to the very opinions we have been advocating for years. We welcome our brother to the fold of reason and good sense.

### EXOTICS

KEEN is coming to America, sure, this fall, with his boat, his bicycle, and a "safety." He will be certain of a warm reception. The meet at the Alexandria Park athletic grounds for his benefit, will take place on Saturday next. Keen has accepted an offer from an American to travel two months with a wheeling troupe in Russia.

THE May number of the *Wheel World* will contain a full page portrait and biography of Richard Howell.

THE N. C. U. and the Athletic Association had the first brush at the Easter meetings, and the N. C. U. scored a victory. The meetings which ignored the N. C. U. had few entries, while those held under the rules of the N. C. U. were successful in every respect. The results of Easter have proved very conclusively that if the war continues the cyclists will not be defeated.

MR. CHAS. LENI, of London, who lets machines, has written to the *Cyclist* a letter explaining his *modus operandi* in letting machines. The letter was inspired by a suit at law, in which a man was mulcted for the cost of a spring which broke while he was riding a hired tricycle. He says: "I am most willing to give my views on the subject, with the object of endeavoring to create confidence between tradesmen who hire and the hirer. The following form was drawn up by a lawyer who often hired a machine from me, and up to the time of its being drawn up for my protection I found I was losing money from the frequent damage which occurred, and payment for which was disputed. The form runs: 'To Mr. Charles Leni. You having this day let to me on hire your tricycle, numbered — (which I have examined and do acknowledge to be in good working order and condition), I hereby undertake and agree to return the same by 11.15 P. M., otherwise it will not be taken in this day, and an extra charge will be made according to circumstances, and must be in as good order and condition

(reasonable wear and tear only excepted), or in case it shall not be so returned, then I agree to pay to you your proper charges and expenses for all necessary repairs thereto, and for loss of hire whilst the machine is under repair. Dated at — o'clock on this — day of —, 1885. Name of hirer —. Address of hirer —. Were this form less stringent I could not keep on the hiring business a month."

Fox's paragon grip rim is the latest novelty in England. It holds the tire without cement. The two sides of the rim turn down and inward and fit into lateral grooves made in the tire. They will be made by Thomas Warwick, of Warwick-rim fame.

H. J. WEBB has appealed to the council of the N. C. U. from the decision of the London executive by whom he was suspended. Mr. Webb thinks he should be allowed to demonstrate by another ride that he can do the feat he claims to have done.

UPWARDS of 2,000 new bicycles and tricycles were sent out of Coventry the week preceding the Easter holidays, Messrs. Hillman, Herbert, and Cooper despatching no less than 364 machines, over 100 of which were Kangaroos.

AXLES do not grow on axle trees, strange as it may seem.

Veels Vithin Veels; or, Cirkler Whoas.

BI A KABUL TANK.

IT was hi time somethink was dun, i was peffektly sure that i was on thee hi rode toe dust and hashes, daly getin' wuss. Wat was toe be dun? "Go an' see a medikal mann," sed a buzzom friend, "e will give yew a dose that will sett you hup in less time than too botels of wiskey would nock yew down."

I went, havin' prevously forty-fied myself. Thee moment e sett highs upon me e loked solum an' shuke his 'ed. "Yew air bad," e sed, "show me yew tung," "R," he sed, "liver hout ov gear." E felt my pulse. "Humph," e sed, "haction ov art week, your dichestion is hup side down, yew av a kronick disposition toe consumption, gout and wiskey, yew are toe partial toe the good things ov this life. Yew want moore exercise."

E gave me a fial ov dirty lukin stuff an a box ov black pills, an told me e wood do 'is best fur me.

As i was goin hout of thee doctor's gait i met Pigskin. I was very down hin thee mouth, so i told 'im awl. "Moore exercise," e xclaimed, "y dont yew get a trisyckle." "It's toe 'ard work," I sed, "e sed exercise, not work." "Yew are mistaken," sed mi frend, "hit is not ard, yew can lern hit awl in half-an-hour, and after a few goes yew will be able toe glide along with thee ease ov a lokomotif engine, yew will annihilate space, yewr body will be brought toe a gentel 'eat, yewr lungs will breeth fresh hair, yewr highs will beold delighful scenery, yew will be another creature."

"How phast can yew go?" sed i.

"About 14 miles an hour in the hordinary way," sed e, "but with a little xertion yew can easy do 20."

"How far kan yew go in one day?" sed i.

"Wel," e sed, "fur a plesure trip 150 miles is enuff, but if you work, from 200 toe 300 is thee haverage;" he aded konfidentally, "yew cud go moore if thee days was longer."

I spent a few sekonds in deep kontemplation, and then replied, "Yew are rite; i wil bekum a syklist; i will join the nobul harmy ov weelmeen. Wat kind ov a mashine wood yew reckomend?"

"Wel," sed e, "i av a frend 'as a real butie fur sail. It wood suit yew toe a T. It is splendidie maid, and 'as patent ortomatick spokes toe awl weels." I sed that was a grate improvement, an after lickerin hup, we adjorned to is friend's 'ouse, an the mashine was brot out. Hit was a "Xtraordinary Shutin Star," maid bi the famus furn of Starlight and Mutton, ov Sneakstown. The toe frunt weels was painted a brite green, with yellow lines; thee back weel was painted yellow, with green lines, and the rest ov the mashine was illuminated with vermilion. I sed she was a butie. "Try her," sed thee; so i got on the seat, nocked sum skin of my shin, and was reddy. Away i went, my frends gently pushin behind. Hit was much easier than I thot it wood bee, and i was so delited that i paid fur hit on the spot; it was cheep at £15.

Ass i was in sumwat ov a 'urry I resolved to ride thee mashine 'ome, a distancel ov too miles. I started orph in grate style, tho hit was sumwat difficult to steer strate; turning gracefule in mi seat toe wave a fairwel to mi delited frends i found miself embracing a lamp post in a sudden an unkaled for manner. Ass there was sefferal people watchin me, i at once dismounted an examined thee steering, an hafter oilin hup i again started fur 'ome. Fur thee furst fifty yards hall went well, an hi arrived at the top ov a ill; mi hinstruktions was toe put mi fut hon the futrests an let 'er slide, hiff she went toe fast I was toe put on thee brake. Hit was indeed enjoy-able to travel along with thee ease ov a swaller at a i rate ov speed. But as thee speed inkreased the steerin be-came sumwat diffikult — i narrowly eskaped damaging sefferal gait posts and nearly succeeded in oblitteratin a milestone, i investigated thee edges ov the ditches hon both sides ov thee rode, an it was seldum that thee three weels was awl on thee ground at the same time. I was just wonderin wat was toe bekum ov me wen i remembered thee brake, i at once put it on 'ard, thee result was immediate, unexpected an totally unsatisfactory, befor i new wat was hup, i found i was diskribin a orbit which, fur xcentricity, wood 'av disgraced a Komet. I revolved on mi own axis sefferal times with grate velocity an determinatun, but konsikent upon thee attracton of gravitytation i

kame toe rest in the dampest part ov thee ditch, the mashine was restin on one side with the hupper weel revolvin in a manner sugestif ov perpetual mo'ion.

The fackt ov my unmentationables not bein maid ov patent watterproof ingia-rubber kloth lent sum xtra energy to mi aktif efforts to rise from the common clay. A survey proved that i was moore damaged than the mashine — a fackt for which i was truly thankful, for i was used to repairin myself. Avin overkum, to thee best ov mi ability, thee affinity ov thee mud for certain parts ov mipurson, i mounted again, an proceeded at funeral pace for sum distants. I ad begun toe feel konfident again, wen a buov shouted to me mi back weel was going round. I at once dismounted to put it rite, but cud not find anythink rong, buoy must av bin mistaken.

Ass i felt summat faint, i kalled at thee Weel an Backbone for a glas ov brandy 'ot. Thee barmade was the pretyest one i ad seen fur sum time, so i entered intoe konvansation with 'er; i told 'er i felt faint, an 'ad a paine in my inside. "O," sed she ' you shud take sum slow jin." "Will yew make me 6 pen-nuth, mi deer?" sed i. "We don't cell hit," she replied, lukin sweet, "but i will give yew sum with plessure." It 'was gud, so gud that between 'er un thee jin i was not so anxious as i ad bin befor to mount the "Shutin' Star." 'Owever, after another brandy i sallyed fourth, an found the beauty surrounded bi a crowd ov risin suns. I xplained toe them thee action ov the mashine, an proceeded toe give them a practickal demonstration. The mashine wood not move; after many attempts i dismounted, an found, upon xamination, that some misguided phule ad tied thee back weel to thee pump. After komplimentin the kompany generally in thee fittest words I new orph, i untied thee rope, and proceeded on mi journey, folloed bi earnest words orph enkouragement.

Wen i ad managed to annilate about a century ov yards I met a cart an 'oss, also a man wo was evidently the wurs fur lick, as wen i shouted tu im toe keep toe thee left, e tuk no notice. I was knot goin toe giv wey, so i contined mi kourse, thee matter klimaxin in a kollision. We mutually kongratulated each other in voluble and volatile langwedje fur sum time, an it was knot til we ad xausted awl our vokabulary that we proceeded, mutually wishin each other unlimited kombustion in the future.

Bi this time i was rather tired, the mashine refused to go upill as easy as hit did downill, in wich respekt hit resembled its owner, so i got orph an pushed hit up thee next 'ill.

Lukin at mi kronometer i found that i ad dun wun mile in thee inkredable time ov wun our an' a harf; i felt i shud im-pruve.

I fel into konversation with a gentle-man on the rode, who kongratulated me upon the possession ov such a censible

vehikle, which e sed was a grate advance upon them too-weelers, as "it wood karry drink."

This remark reminded me that I was athirst, so we kalled in at the Pig an Whistle for a korpse reviver. In about too ours i felt revived, so i once moore resoomed my tower. The mashine was evidently hin a bad temper, hit refused toe go strait, an thee people on thee rode were drunk toe a mann. Hit was lucky i ad knot far toe go, thee site ov so much deprevity wood av bin toe much fur me.

I was at the top of thee ill, at the fut ov wich lay mi umble kot; thee disire to dash ome in state on the "Shutin' Star" was grate, so i let er scoop — she did. Hit was glorius — as far as the garden wall, ere thee seen changed, also the mode ov motion — a thunder klap, sum litening, a shower ov ortomatick spokes an a grate number ov unfixed stars.

When I xtracted miself from thee goosebery bush, were i ad kum to rest after mi aerial flite, who shud i see but that drunkin hidiot ov a Pigskin laffin fit toe split. "Yew seem toe injoy syk-ling," e sed. I stud erect; i loked im strait in thee i; an with skorn on my lips i replied, "Pigskin, yew are a phule, yew an yewr trisycklin may go to — Hong Kong fur me — iv ad enuf. — *Wheel World*.

### LEAGUE OF AMERICAN WHEELMEN.

#### RULES FOR THE

#### Government of Race Meetings

AS PREPARED BY

THE RACING BOARD,  
April, 1885.

#### MEMBERS OF THE BOARD.

ANNOT BASSATTI, *Chairman*, 8 Pemberton square, Boston, Mass. In charge of the district embracing the New England States.

DR. N. P. TYLER, New Haven, Conn. In charge of the district embracing the States of New Jersey, Pennsylvania, and Delaware.

F. A. EGAN, 2 East 60th street, New York. In charge of the district embracing New York and the States and Territories west of the Mississippi River.

EWING L. MILLER, 134 South Front street, Philadelphia, Penn. In charge of the district embracing the South in States east of the Mississippi River.

FRED T. SHOLES, Box 93, Cleveland, Ohio. In charge of the district embracing the States of Ohio, Indiana, Illinois, Wisconsin, and Michigan.

Copies of the e rules may be had of any member of the racing board by inclosing a stamp for return postage.

#### DUTIES AND POWERS OF THE BOARD.

The duties and powers of the racing board are laid down in the following extracts from the by-laws of the League of American Wheelmen: —

ARTICLE III. SECTION 6. — (a) To the racing board are referred all matters pertaining to racing and the championships. They shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now, or may be established, to be run under the auspices of such clubs or associations as they may consider most desirable, and under such conditions as they may deem expedient.

(b) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the chairman of that board, who will provide for an investigation by a member or members of that board. Suspicious circumstances, which are in the judgment of any member of the board sufficient to make the status of any



wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges or a removal of the reasonable doubt. Silence and failure to reply to charges presented within thirty days will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring the party a professional, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned is a member thereof.

(c) It shall be within the province of the racing board to receive the request of any wheelman for reinstatement as an amateur, to make a full inquiry, and to decide the case on its merits. A unanimous vote shall be required for reinstatement.

(d) It shall also be within the province of the racing board to suspend from the race-track for such a time as they may deem proportionate to the offence any wheelman guilty of unsportsmanlike or unsentimental conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the racing board; and any wheelman who knowingly competes with one who has been suspended will render himself liable to a like penalty.

(e) The racing board shall have the power to make such rules for its government and the government of race meetings as may be deemed expedient, and may appoint one or more official handicappers at their discretion.

**ARTICLE IV. SECT. 4.—Definition of an Amateur.**—(a) An amateur is a person who has never competed in an open competition, (b) nor for a stake, (c) nor for public money, (d) nor for gate money, (e) nor under a false name, (f) nor with a professional when gate money was charged, (g) who has never engaged in any athletic sport for money, (h) who has never exhibited his skill in any branch of athletics for money, (i) who is not a paid teacher of any branch of athletics, (j) who has never made the pace for a professional nor accepted such service from a professional, (k) nor who has ever competed for a stake bet. This rule not to apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

#### RULES OF THE RACING BOARD.

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the board, or rules approved by the board, shall be liable to suspension from the race track for such a time as the racing board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

B. The racing board will receive and pass upon all claims for records, and, if required, claimants must furnish a statement from the judges and time-keepers of the meeting, together with a sworn statement from a competent surveyor certifying the measurement of the track. When the record is proven to the satisfaction of the board it will be published in the official organ, and stand as such on the books of the board. No record made at a meeting not governed by League rules will be considered. No record made on the Lord's Day will be considered.

C. The standard of measurement adopted by the board requires that a track shall be measured on a line drawn not more than eighteen inches from a well-defined and continuous inner curb or pole, and no record will be allowed on a track otherwise measured.

D. The board reserves the right to exclude from the racing path any and all machines which, in their judgment, do not come within the commonly accepted meaning of the terms "bicycle" and "tricycle," either by the peculiarity of construction or by undoubted mechanical advantages which they may possess.

E. The following National championships have been established by the board: Half-mile, one-mile, two-mile, three-mile, five-mile, ten-mile, and twenty-five-mile bicycle, and one-mile tricycle. The one-mile bicycle and tricycle events will be contested each year at the annual meet of the League. The other championships shall be assigned yearly by the board to such clubs or athletic associations as they may select, under such conditions as they may impose.

The National championships are open to League members only, and the trophies in every case shall be medals, struck from the die owned by the League, to cost in no case more than \$50, and to become the property of the winner each year.

Privilege to hold State championships in States where no division of the League has been formed will be granted to clubs or authorized associations, when the importance of the meeting is sufficient to warrant the racing board's special sanction, although it is recommended that not more than one race be offered as a State championship during the year, and that event must be announced at least one month in advance, in order to give intending contestants ample time for preparation.

At championship races, whether State or National, there shall be no limitation in the choice of machines, except in the case of such machines as may be officially barred by the board.

F. The board will appoint, at its discretion, one or more League handicappers, who will for a stated remuneration frame the handicaps of the League, and of such of its associate clubs as shall desire this service at their hands. Handicaps and positions in class races, excepting in a novice's race, shall be based on the abilities as well as records of the contestants as detailed in the application which must be complete enough for the purpose. They shall be framed before the day of the race, shall appear on the programme, and shall not be changed during the meeting.

G. It is recommended that no prize be offered in amateur events above the value of \$50.00, except for challenge cups or prizes which have to be won more than once in order to become the property of the winner.

H. No competitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source, any payment for his expenses.

I. No open betting shall be permitted. J. In no case shall an order for goods to a certain value, nor a choice of prizes, be offered or taken in any event.

#### TRACK RULES.

1. Entries and awards in amateur events shall be confined strictly to amateurs, and persons entering for these races, who are not members of bicycle or other athletic clubs whose rules of membership exclude professionals, must satisfy the Executive Board that they are not professionals, either by their own statements in writing, or otherwise.

2. The officers of a race meeting shall be: a referee; three judges at the finish; three time-keepers; one starter; one clerk of the course, with assistants if necessary; one scorer, with assistants if necessary; and as many umpires as may be necessary. The referee, judges, and clerk of the course shall constitute an Executive Board.

3. The referee shall have general supervision of the race meeting. He shall give judgments on protests received by him; shall decide all questions or objections respecting full riding, starting from the wrong mark or such like offences, which he may be personally cognizant of or which may be brought to his attention by an umpire or other officers. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor who may become liable to disqualification. He shall decide all questions whose settlement is not otherwise provided for in these rules. His decision in all cases shall be final.

4. The judges shall decide the positions of the men at the finish. Two shall stand at one end of the tape, and the third at the other. One shall take the winner, another the second man, and the other the third man; they shall also note the distance between the first three as they finish. In case of disagreement the majority shall decide. Their decision as to the order in which the men finish shall be final and without appeal.

5. Each of the three timekeepers, after comparing their watches, shall time every event; and in case of disagreement, the average of the three shall be the official time. Time shall be taken from the flash of the pistol.

6. The scorer shall record the laps made by each competitor; the order of the men at the finish, and the time as given to him by the timekeepers. Scorers shall have such assistance as may be necessary.

7. It shall be the duty of the starter, when it has been reported to him by a clerk of the course that all the competitors are ready, to see that the timekeeper is warned, and before starting the men to say "Mount," in a few seconds after to say "Are you ready?" and if no reply to the contrary be given, to effect the start by report of pistol. Should the pistol miss fire, the start will be made at the word "go." The starter may, at his discretion, put back to a distance not exceeding 10 yards any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter, and re-started. Any competitor refusing to obey shall at once be disqualified. He shall announce to the competitors the distance which they are to run, and shall indicate the commencement of the last lap by ringing a bell as the riders pass over the mark for the final lap. In case of a fall within ten feet of the scratch line, the contestants shall be recalled, and the race started over again. Time handicaps shall be started by the word "go."

8. The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to scorers, see that they are on their appointed marks, and call their numbers for the scorers as they cross the line at the end of each lap.

9. It shall be the duty of an umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be credibly informed by an official as to the facts.

There shall be as many umpires as the size of the track requires. It shall be the duty of the Executive Board to adjudicate any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify competitors without any protest being lodged by another competitor. No person whatsoever shall be allowed inside the track, except the officials. Authorized persons shall wear a badge. Competitors not engaged in the race actually taking place shall not be allowed inside or upon the track.

12. Any competitor making a false entry will be disqualified and debarred from any place or prize.

13. Choice or change of machine, and choice of costume, are not limited, except that shirt and breeches must not bare shoulder nor knee. In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice or change of machine is concerned.

14. Every competitor will receive, in the dressing-room, a ticket bearing a number corresponding with his number on the programme, which ticket must be worn by him on his back during the race. He shall inform himself of the times at which he must compete, and await the call of the clerk in the dressing-room.

15. The drawing for positions in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter, in conjunction. In heat races, the winner of the first heat shall take the pole in the next succeeding heat. When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final.

16. All starts will be from a standstill, with the left hand towards the curb; and the machines are to be held in position by an attendant (the driver touching the starting-line) until the signal is given by the starter. Attendants, when pushing off competitors, must have and keep both feet on the ground behind the mark from which the competitor actually starts. Should the attendant overstep that mark with either foot, while touching the bicycle, the competitor shall be disqualified. Any competitor shall be at liberty, with the consent of the referee, to start from a mark behind the one allotted him in the race; but in such cases, as in all others, the point of contact of the first part of the machine with the ground shall be considered the starting mark, which the attendant shall not overstep. There shall be no "push off" in tricycle races.

17. The finish of all races shall be judged by the first part of the driving wheel which touches the tape fastened to on the ground at the winning post.

18. Riders must pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the bicycle in front before taking the inside. The inside man must allow room for his competitor to pass on the outside. A competitor overtaking another may pass between him and the pole if there be ample room, but he does so at his risk; and should a foul be claimed, the referee must decide if the rider was justified in his course. Riders are cautioned that they must not pass inside, except as a last resort.

19. Any competitor guilty of foul riding will be disqualified and debarred from any place or prize.

20. Any protest against a competitor respecting his qualification as an amateur must be lodged with the referee; and any protest respecting foul riding or breach of rules must be made to the referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fees he may have paid.

21. Competitors may dismount during a race at their pleasure, and may run with their bicycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident or to change his machine, he shall not be allowed a push off in starting again, but an attendant may hold his machine while he mounts it, and he must so mount at the extreme outside of the path.

22. Clubs may reserve the right to reject any or all entries, except entries to championships run, under their auspices.

23. The officers of a race meeting shall not be permitted to compete in any race with which they are officially connected.

24. A novices' race is open only to those who, up to date of event, have never won a prize, excepting in a club contest, and should properly be the first race of a meet.

25. In a race without hands, the start shall be made as usual. Ten seconds from the time of starting, the starter shall ring his bell, and this shall be the signal for the riders to take their hands off. The competitors must then ride with the arms folded, or the hands and arms otherwise kept quite off the machine. Any competitor touching any part of his machine with his hands or arms, shall be disqualified.

26. In a slow race, a straightaway course not less than three nor more than five feet in width should be marked out for each competitor. Any competitor who rides outside of these lines—to be judged by the centre of the driving wheel—or who comes to a standstill, or who is dismounted, or who fails to start at the signal, shall be disqualified.

27. In a lap race, the position of each rider must be taken at the finish of every lap. The first man shall count a number equal to that of the contestants at the start, the second man shall count one less; the third, two less, and so on. The competitor who scores the greatest number of points shall be declared the winner, whether he ride the whole distance or not.

28. In a team race the position of each rider must be taken at the finish of every mile. The riders shall count as in a lap race, and the aggregate scores of the team members shall decide the victor.

29. The contestants in a run-and-ride race shall be started on foot in the usual manner, and umpires shall be stationed on the track at the mounting and dismounting stations, who shall take account of the fairness of mounting and dismounting. Mounting before reaching or dismounting after passing the station shall be sufficient cause for disqualification.

30. Ignorance of any of the foregoing will not be considered a valid excuse for violation.

#### RACING NEWS

MACON, GA.—Ten miles: W. J. Morgan (1) 31.48½; John H. Polhill (2). Morgan writes us that he has no idea that the time was correctly taken, and thinks the track is short. One mile to beat southern record of 3.07.—John S. Prince, 2-53.

THE route for the Cambridge road race was measured this week. Twenty-five miles to the turning point will take the riders beyond Beverly to Wenham. A special prize will be offered to tricyclists.

THE date for the Hartford races has been finally fixed for 1 and 2 September.

NEW YORK, 25 April. 25 April. Spring games of the Manhattan Athletic Club. Two-mile bicycle.—H. S. Cavanagh, Cohoes, N. Y. (1), 8.43½.

It is said that Asa Dolph will enter the Memphis races in his new status as a professional.

OWING to the tournament of the Springfield Bicycle Club and the Williams base ball match, the Yale College bicycle tournament has been postponed from 30 May to 5 and 6 June.

DAN CANARY writes that he will accept any and all of the challenges that have been issued for the championship in fancy riding, but he claims to be champion, having won the title twice, and thinks he has the right to name the stakes. He will ride either Maltby or Hutchinson for a stake not less than \$500.

COLA STONE, while spurring on the asphaltum last week, had a severe fall, and received injuries which will prevent his attending the Memphis meeting, and will keep him from training for a month or more. The other local men were beaten by Van Sicken, Christmas, and it is safe to say that he has not wasted his time since then. Chicago has had the advantage of an indoor track to train on, while the St. Louis boys have been out in the cold, cold world. It does not do to discourage home talent.—*St. Louis Republican*.

#### WHEEL CLUB DOINGS

THE Thorndike Club, of Beverly, was four years old 18 April, and celebrated

its anniversary by a turkey supper, at which the full membership of the club was present.

THE Waltham Wheel Club will move into its new rooms 1 May.

THE Portland Club intends visiting Boston on Memorial Day, arriving here early in the morning, spending the day in wheeling about the suburbs of the city, and returning to Portland in the evening by boat.

THE Worcester-Eolus Wheelmen, of Worcester, have recently adopted a new uniform of dark gray. The club has regular runs every Wednesday and Saturday afternoons.

EIGHTEEN members of the Boston Club took a run to Hotel Hunnewell, Newton, for supper, Thursday evening of last week, returning by moonlight. On the return trip the party stopped at Brighton, and were entertained by Mr. Freelon Morris at his residence.

THE following officers have been elected by the Waltham Bicycle Club: President, William Shakespeare; secretary and treasurer, G. F. Walton; captain, E. J. Williams; first lieutenant, C. E. Tracy; second lieutenant, J. W. Rankin; third lieutenant, S. C. Drake; bugler, S. A. Butler; color bearer, H. Duddleston, Jr.; club committee, William Shakespeare, E. J. Williams, O. E. Davies, G. W. Chamberlain.

THE Elmira (N. Y.) Club has been disbanded. There was a large membership of cyclers, and the club possessed some of the fastest, as well as best trick and fancy riders in the State. John Brooks was at one time a member. It seems that when Lew Brown, the president, left Elmira, the boys lost their grit, as Lew was the main stay.

ONE of the neatest handbooks we have seen comes to us from the Newton Club. It contains constitution, rules and list of members.

MONTREAL.—The following are the officers of the Montreal Bicycle Club just elected: President, Prof. C. H. McLeod; vice-president, Mr. J. D. Millar; secretary-treasurer, Mr. Richard F. Smith; committee, Messrs. J. B. Ostell, H. S. Tibbs, J. H. Low, A. T. Lane, and captain, Mr. W. McCaw; first lieutenant, Mr. J. R. Scales; second lieutenant, Mr. Horace Joyce.

A NEW ORLEANS PROTEST.—At the April meeting of the New Orleans Bicycle Club, it was

*Resolved*, That the New Orleans Bicycle Club enters an emphatic protest to the statements contained in a letter to the *Southern Cycler*, and signed "Cranks," statements made in direct violation of facts and reflecting discredit upon a club membership that writer had never known.

*Resolved*, That the New Orleans Bicycle Club stigmatizes as untruths the statements in said article, referring to this club's membership, to its sense of hospitality, to the riders of New Orleans,

and to the roads in and about the Crescent City. G. McD. NATHAN.

Secretary N. O. B. C.

NEW ORLEANS, 8 April, 1885.

THE Canadian Wheelmen have decided to hold their annual meet at Woodstock, Ont. Our Canadian correspondent writes that the Woodstock Club intend to make the meet a grand success. They will relay their quarter-mile asphalt track as soon as the weather permits, and intend to have it in perfect condition for the meet. They will probably have a race open to the world, and have the American flyers there to compete against the Canadians. If the Woodstock Club carry out the race meeting as well as they have done those in the past there will be no doubt as to the success of the meet. The Woodstock Bicycle Club is affiliated with the Woodstock Amateur Athletic Association, which association is formed after the plan of the Montreal Amateur Athletic Association, and it is meeting with such success as will soon place it on a level with the best in the country. Clarke the holder of most of the Canadian records, is a native of Woodstock, and from all accounts we will see him make his mark this year.

#### CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WILSON, Chief Consul, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 31 Chestnut street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory.—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): H. M. Farr, 79 Appleton street, Holyoke, Mass.; C. J. Earl, 245 Harrison street, Brooklyn, N. Y.; F. W. Palmer, Jr., 134 Champlain street; Rev. G. T. Dowling, 965 Euclid avenue,—both of Cleveland, Ohio; H. S. Richmond, 747 Madison avenue; W. B. Safford, 24 Hawk street,—both of Albany, N. Y.; L. E. Tyler, 115 Canal street; S. M. Fulton, 14 Commercial place; J. A. Davidson, 110 Carondelet street; B. DeGrange, 456 St. Charles street; C. M. Fairchild, 116



Terpsichore street; W. W. Crane, 52 Union street; G. Gonzalez, 203 Chartres street. — all of New Orleans, La.; A. G. Pringle, 2 East 60th street; Karl Wertheim, 2 East 60th street, — both of New York; E. C. Robinson, Northfield, Vermont; H. J. Baringer, Jr., 117 Warren street, Hudson; C. A. Van Dusen, 347 State street, Hudson; F. S. Stott, Stottville, Columbia County; W. F. Rossman, Jr., 91 Warren street, Hudson, — all of New York; C. Breeze, Main street, Meriden, Conn.; W. M. Haley, 706 Pine street, St. Louis, Mo.; E. A. Clifford, Clarksville; H. C. Calk, Clarksville, — both of Pike County, Mo.; C. R. Harrington, Washington street, Norwich, Conn.; D'Arcy P. Cooke, 3646 Page avenue, St. Louis, Mo.; E. E. Davis, Main street, Northampton, Mass.; G. S. Percival, 32 West 46th street; J. H. Griffin, Jr., 156 Broadway; W. C. Frazee, 156 Broadway, New York.

APPOINTMENTS. — Consul for Clarksville, Pike County, Mo., Ernest A. Clifford; consul for West Troy, N. Y., Geo. A. Spicer, 10 Liberty street.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

W. V. G. — Thanks for item. Send us some more. Will accept the invitation when we meet. Ours will be lenient.

E. W. P. — The affair was not a success. Singer & Co. make a similar thing, and their agents tell us they intend to import a few. Book sent. Each maker has one of his own. Lamson's can be used on some makes. Overman Wheel Company also have a good one.

JOHN R. CAMP. — Filled your order for papers, saving one number only is o. p.

G. H. C. — Not quite ready yet. The WORLD will announce its advent.

DYER & Co. — Papers were sent. Must have miscarried. Have sent duplicates.

E. A. CANER. — Money received. It is right.

M. D. GILBERT. — We found room last week, as you doubtless saw.

W. B. SAGUR. — See rule B of racing rules published this week. Any time officially taken and announced is considered a record, whether the man be first in the race or not.

FRED E. SMITH. — It will not go into the w. p. b. Give us more. If you want paper, write.

#### FIXTURES

30 April, 1 and 2 May:

Tournament of the Memphis, Tenn., Club.

2 May:

Spring Meeting of Y. A. Cricket Club, Stenton, Pa., Bicycle races.

18 and 19 May:

Annual business meeting of the American Division of the Cyclists' Touring Club at Cleveland, Ohio.

23 May:

Races by Ramblers Club, of St. Louis, Mo.

27 and 28 May:

Tournament of Louisville (Ky.) Wheel Club.

29 and 30 May:

Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

30 May:

Illinois State Division L. A. W. meet and tournament at Chicago.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley.

Road race of Buffalo (N. Y.) Ramblers.

Ixion road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

Annual meet of the L. E. C. W. at Beverly.

17 June:

Tricycle picnic in the woods at Readville, by Boston Club.

Races at Albany, N. Y.

20 June:

Races by K. C. W. at Brooklyn, N. Y.

30 June and 1 July:

Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July:

Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July:

Annual meet of the L. A. W. at Buffalo, N. Y.

One mile bicycle and one mile tricycle championship.

3 and 4 July:

Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July:

Races at Boston, Mass.

6 July:

Big Four Tour starts from Buffalo, N. Y.

17 July:

Down East tour.

20 and 21 July:

Ohio State Division, L. A. W. meet and tournament at Springfield. Half mile bicycle championship.

1 August:

Tricycle road race by Boston Club.

3 August:

Annual Cyclists' camp at Harrogate, England.

13 August:

Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August:

Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September:

Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September:

Tournament at Springfield, Mass. Ten mile bicycle championship.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.** — Victor tricycle, 1884 make; balls all round, ribbon steering, compressed tires, cut-off axle; apparently not run twenty miles; tires and enamel not marred, nor \$5.00 inferior to new; owner getting a Facile; price \$125. JULIUS WILCOX, 15 Park place, New York.

**FOR SALE.** — A 40-inch Special Facile, been used but very little, comparatively as good as new; price low. Address W. A. HOYT, Ancram, N. Y.

**RUCKER TANDEM.** — Connecting bar for two bicycles, fitted with swivel joint, and two cradle springs; never been used; price \$35. WILLIS FARRINGTON, Box 284, Lowell, Mass.

**RUDGE RACER FOR SALE.** — A 53-inch Rudge Racer, rat-trap, ball pedals, used very little, as good as new; price \$115, cost \$142.50. J. S. HEDGE, 395 Jersey street, Buffalo, N. Y.

**RUDGE TANDEM TRICYCLE FOR SALE** nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SIXTY-FIVE CENTS IN STAMPS** the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

**FOR SALE.** — One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.

**FOR SALE.** — One 52-inch full-nickelled British Challenge bicycle, in excellent order; it has tool-bag, tools and bell, a bargain; \$100. LEWIS RUSSELL, Box 335, Springfield, Mass.

**FOR SALE.** — One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**WANTED.** — One thousand men to buy the 1885 pattern, Warwick self-adjusting saddle; try one and you will ride no other; price only \$3.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND STAMP TO AMERICAN BICYCLE** Company, of Springfield, Mass., and receive a May catalogue of second-hand bicycles.

**FOR SALE.** — One 54-inch all bright American Star bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

**FOR SALE.** — A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE** Company, of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

**SEND \$1.00 TO THE AMERICAN BICYCLE** Company, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

**ANY ONE THINKING OF PURCHASING** a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

**THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

**FOR SALE.** — 52-inch Shadow, nickelled with Harrington's enamel, ball bearings to both wheels, tool bag and tool, spoke grips, lock and chain, with bell; in excellent condition; price \$100. A. O. MCGARRATT, Springfield, Mass.

**FOR SALE CHEAP.** — One 52-inch Harvard bicycle, in good order. For full particulars address JAMES G. BRECK, Springfield, Mass.

**SEND TWO-CENT STAMP TO THE** American Bicycle Company, Springfield, Mass., and receive a catalogue of second-hand machines.

**FOR SALE.** — One 52-inch, bright and painted Special Challenge; this machine was new last season, and is in good shape; it has roller bearings, tool bag and tools; price \$75. W. Y. BRUCE, North Wilbraham, Mass.

**SEND SIXTY-FIVE CENTS IN STAMPS** to American Bicycle Company, Springfield, Mass., and they will forward you a nickel plated bicycle lock and chain.

### BICYCLES!

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.

### The Acme Bicycle Wrench.



The Strongest, Lightest and Best Bicycle Wrench on the Market. Jaws Hardened; all Steel.

Price, 70 cents each; Nickel-plated, 90 cents.

Liberal Discount to Dealers.

Manufactured by the

S. NICHOLAS TOY CO., Chicago.

Manufacturers of Bicycles, Tricycles and Sundries, Velocipedes, Roller Skates, etc.

### CYCLISTS' ROAD BOOK

BOSTON AND VICINITY.

Shows all the fine rides in the vicinity of Boston. All important points reached. Every local rider and every visiting wheelman should have one.

Price 15 cents. For sale at the BICYCLING WORLD office, J. E. Savell, 13 Walnut Avenue, Outing, and of the author, A. L. Atkins, 17 W. Walnut Park.

**BICYCLES** We sell Columbia, Victor, Facile, American Challenge, Ideal, Otto, and other well-known makes, ranging in price from \$8 upwards, on the instalment plan, making no additional charge excepting interest. Second-hand Wheels Bought, Sold and Exchanged. Freights equalized. Every wheelman should have our large illustrated catalogue of Bicycles and Sundries, describing many novelties, and be posted concerning our instalment plan. Friends may be induced to purchase who would not otherwise. Geo. W. Kousky & Son, 9 G Street, Peoria, Ill. **EASY PAYMENTS.**

### WATCH

For the Announcement of the Arrival of the

### QUADRANT TRICYCLE.

The Best,  
The Fastest,  
The Lightest,  
The Strongest,  
And the most scientifically constructed tricycle yet made; also the

### FACILE BICYCLE,

For which the Undersigned is Boston Agent.

J. A. R. UNDERWOOD,

Washington St., near Euclid,

DORCHESTER - - - MASS.

Licensed by the Pope Mfg. Co.

### FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

### FACILE LUBRICATING OIL!

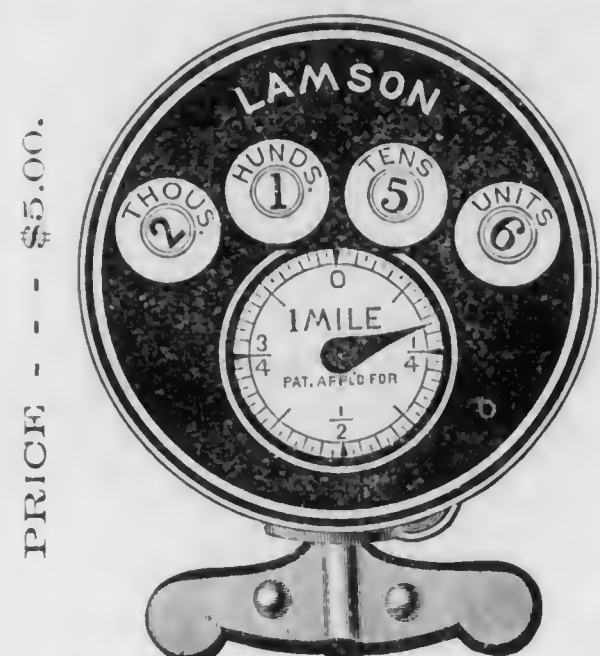
Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE. — Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

### THE LATEST THING IN CYCLOMETERS.

EXACT SIZE.



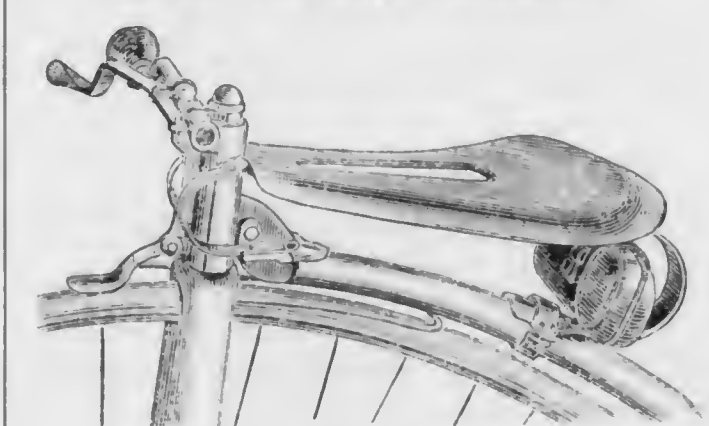
#### LAMSON'S PRACTICAL CYCLOMETER

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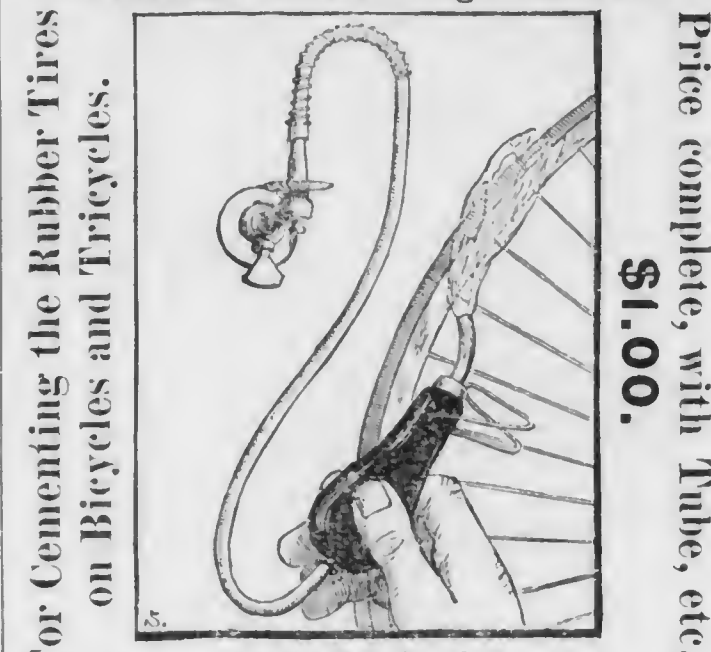
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Very truly yours,  
F. D. HELMER,  
*Superintendent Vacuum Oil Works.*  
ROCHESTER, N. Y., Dec. 18, 1884.

I take pleasure in reporting that I have ridden your "Standard Columbia" bicycle, No. 2,713, three seasons, and that apparently it is now just as good as ever it was.

My only expense for repairs during the time was thirty cents for rubber tire cement, and the alcohol to melt it with.

Perhaps I have ridden it with a little more care than some machines receive, as I was half a century old before I commenced riding; nevertheless I have ridden it 1,500 miles during the time.

Very truly,  
G. E. CORBIN, M. D.  
ST. JOHNS, MICH., Dec. 21, 1884.

After two years' almost daily use of the "Expert Columbia," I am pleased to renew my testimonial in its favor. Having previously used several English machines of the best make, I must say the "Expert" excels them all for strength, rigidity, finish, and durability, besides being mechanically correct and easy running. In fact, I pronounce it all the makers claim for it as per catalogue description "in general," and the only make of machines that I have used that does fill the bill in that particular.

Yours truly,  
ALF. H. CABLES,  
*Member of the S. F. Bicycle Club.*  
SAN FRANCISCO, CAL., Oct., 1884.

During my experience as a wheelman I have ridden several different makes of bicycles, both English and American, and have ridden them over rough and hilly roads, and I am willing to testify that the "Expert Columbia" runs the easiest, stands it the best, and is the best finished bicycle, I believe, in the world.

FRANK PARSONS.  
EAST BLOOMFIELD, N. Y., Dec. 20, 1884.

After two years' use of my "Standard" over the roads of this vicinity, including a run from Kenduskeag to Castine, a distance of fifty miles, and the fact that I won the race in the Eastern State Fair, in 1883, on this machine, proves it to be

all I could expect, as it is now in good condition, notwithstanding the fact that my weight is one hundred and eighty-five pounds, and that the machine has been in constant use.

WALTER B. GOODENOW.  
BANGOR, ME., Dec. 9, 1884.

I find the "Columbia" tricycle, received from your factory last month, in every respect the most perfect and elegant machine of its kind. It is particularly excellent in its freedom from side draft when running with one wheel in a gutter or on a sideling roadway; its perfect steering and easy running under such trying conditions being most admirable. My wife and daughter are delighted with it.

L. J. BATES,  
*President Detroit Bi. Club.*

To comply with your request for my opinion of the "Expert Columbia," I will say that for our roads it is the best machine I ever saw.

I have used mine for three years, and I cannot see that it is any the worse for wear.

I find that they are the best-made machine on the market, and will stand hard usage better than any other.

I ride it with the Swing spring and the American saddle, and would not part with either of them for any consideration if I could not procure another.

I hope the above will meet your approval. Yours hastily,

CHAS. K. ALLEY,  
*Cor. Sec'y, L. A. W.*  
BUFFALO, N. Y., Jan. 8, 1885.

Does it ever occur to you that your friends too rarely give publicity to their appreciation of your goods and course of business? Both because you have set the example to dealers, that a senseless warfare on prices was the wrong way to produce and improve the quality of your wares, as well as in that you have demonstrated that true competition consists so largely, not only in keeping up the high standard of your machines, but, as you have done, in making actual improvements, with steady progress in that direction, too.

In the early days of bicycling in America, quality, by which is meant excellence of materials and workmanship, was not studied by users. Novelty overshadowed all; hence, in many cases, a second or a third machine was purchased ere they would reach the productions of the Pope Manufacturing Company.

As mechanic, dealer, and user of bicycles, I became thoroughly acquainted with your goods, after having compared them with others, and I became convinced that, for American roads, you had the goods, which not only looked best while wearing out, but *would outwear* any other make. Proof is that the "Standard"

and "Expert" are more in use than all others combined. I add, that Cincinnati rose, in three years, to be the fourth greatest centre of riders in the United States, solely on the merits of your bicycles.

For the sake of American women, may your tricycles overrun the country!

Yours, very respectfully,  
A. A. BENNETT,  
*Pres. Cincinnati Bicycle Club.*  
CINCINNATI, Jan. 2, 1885.

I am now happy and content, being the possessor of two "Columbia" machines, one a full-nickelled "Expert" bike, and one enamelled trike with power-gear which cannot be surpassed for hill-climbing and rough-road riding. I was along on a trip from here to Reading, distance twenty-eight miles, and rode up all the hills going and coming back, which none of the other party were able to do, and I did it with perfect ease. I am much obliged to you for such a fine roadster as the "Columbia."

Yours truly,  
JOHN H. CILLEY.  
LEBANON, PA., Nov. 26, 1884.

A year ago last winter I left my 50-inch "Special Columbia" at your works for repairs. It was somewhat out of order, and very badly rusted from neglect and disuse. By Mr. Day's advice I was induced to order it enamelled, it being one of the first wheels to undergo this process at your works. The beauty of the finish was evident at a glance; but I desire now to testify to its durability. During the greater part of two winters it was left, first in a damp stable, and the following (last) winter in a still damper cellar, without protection by either anti-rust or tallow. Save in one or two small spots where collisions, or rough use, had knocked off the enamel, the latter was absolutely unaffected, and the rust in the exposed scars has not spread under nor flaked off the adjacent enamel. Meanwhile the nickel finish of handles, bell, cranks, etc., was considerably rusted by this exposure to damp air,—a fact which absolutely proves the superiority of the enamel in durability. For touring, for rough riding, and muddy weather, I can conceive nothing to equal it; while it seems to my taste quite handsome enough for a racer.

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**VOLUME NO.**

**11**



THE  
BICYCLING WORLD

VOLUME XI

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MAY 8, 1885, TO OCT. 30, 1885

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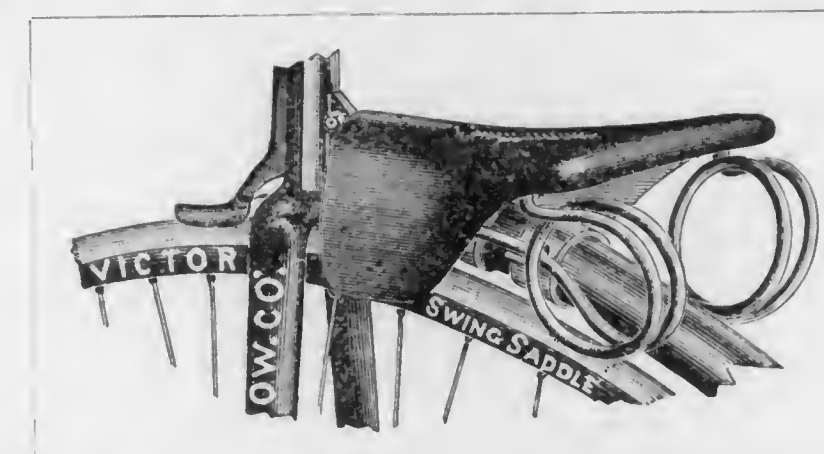
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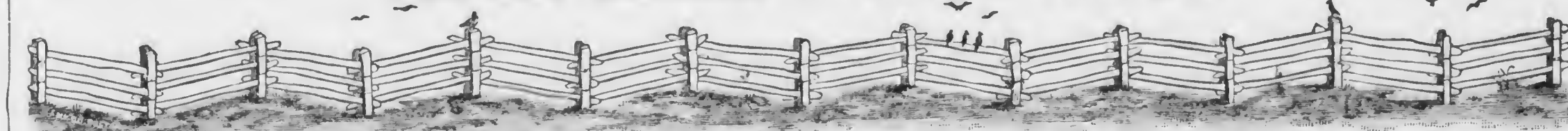


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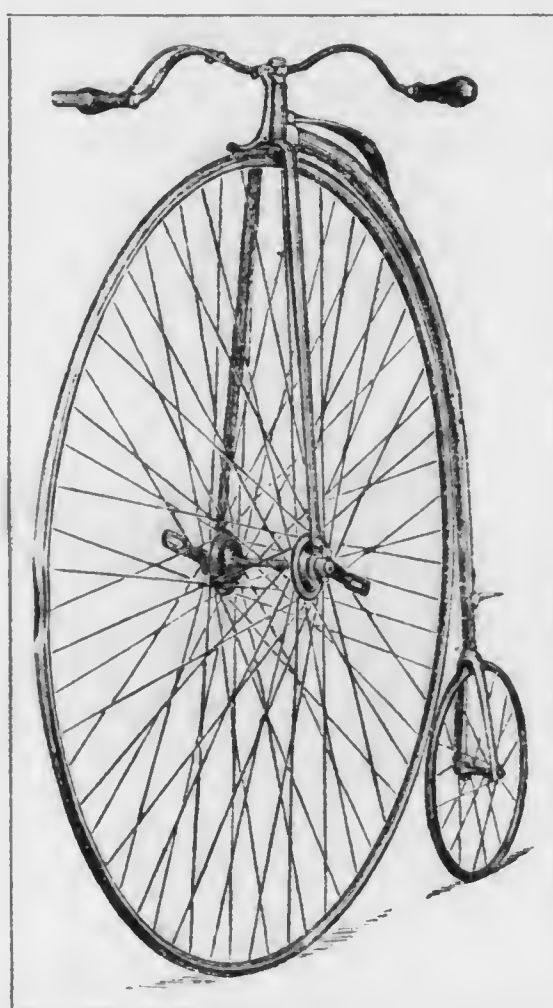
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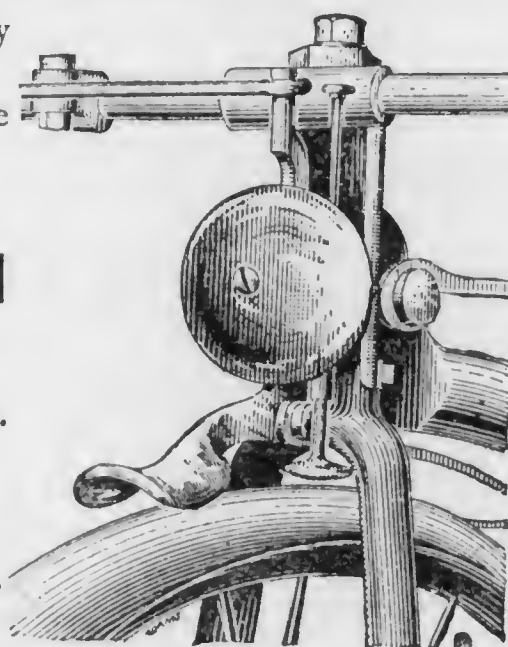
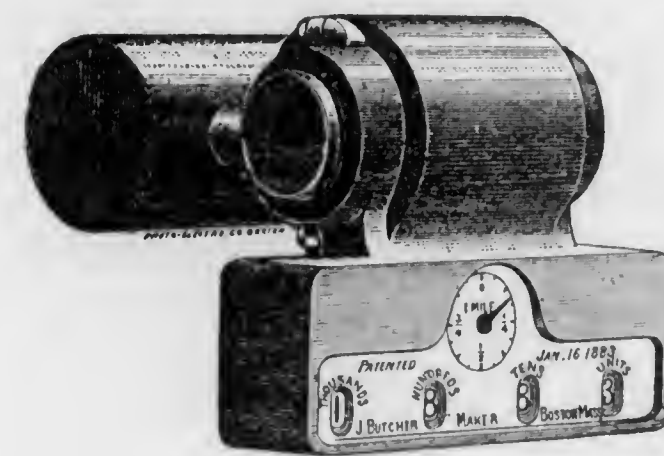
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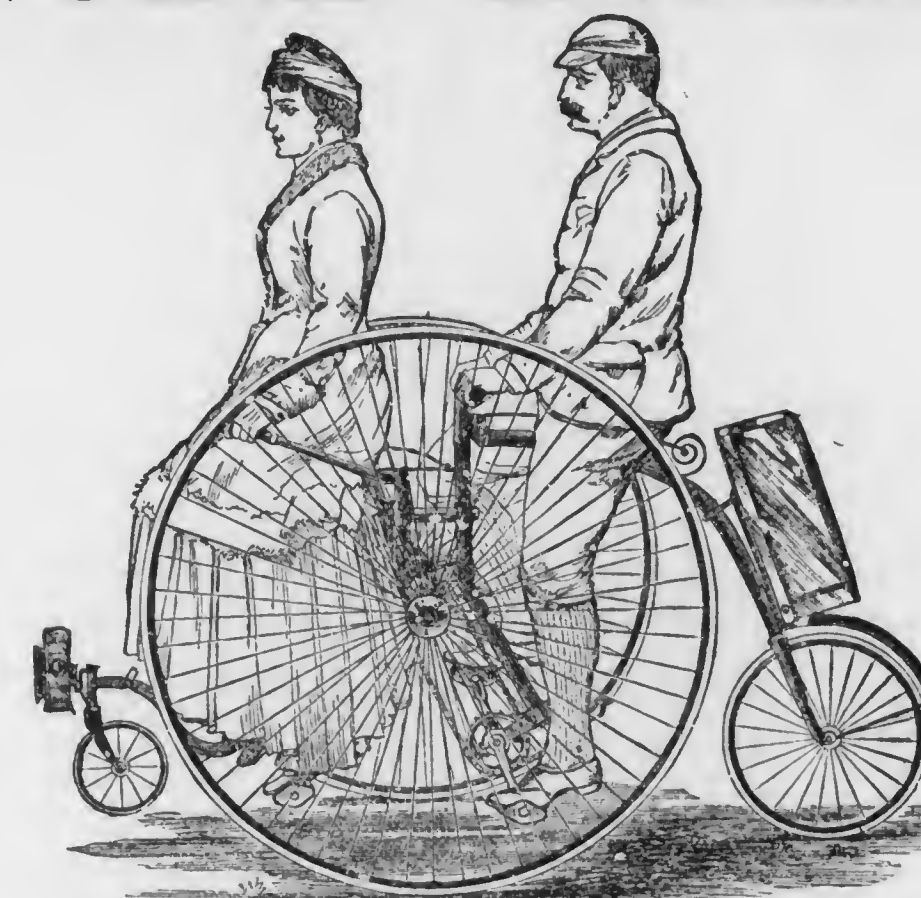
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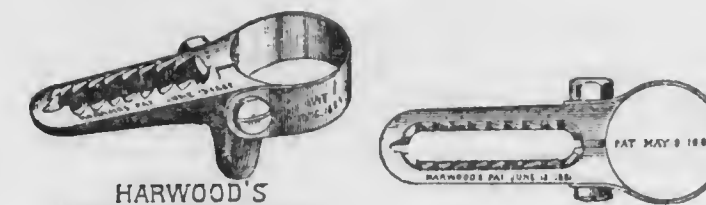
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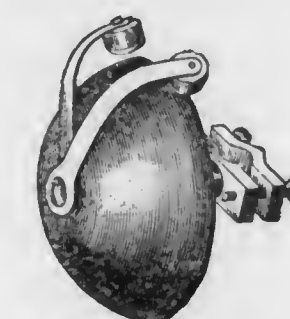
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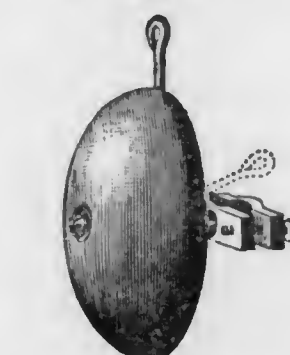
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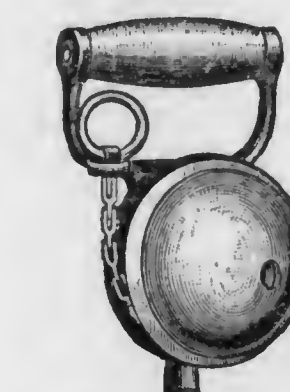
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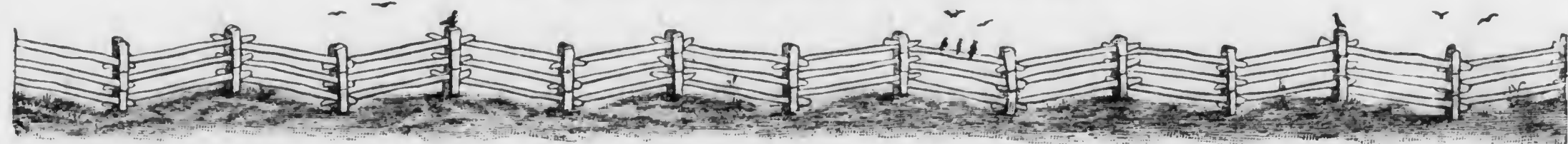
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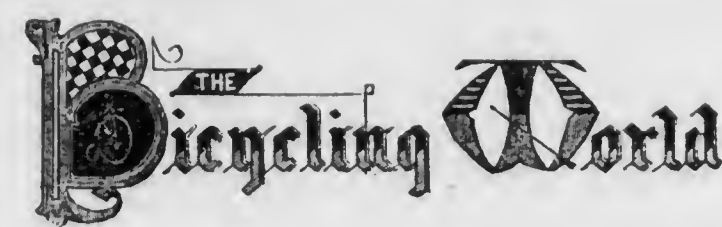
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 8 MAY, 1885.

### DIRECTION BOARDS.

SHALL it be Danger Boards or Direction Boards that we erect? In casting about for work in which the League shall engage itself it will occur to the mind of the thoughtful man that either one of the above interests should engage the attention of an organization formed to promote the interests of wheelmen. Both are important. Which the more so? While we do not wish to depreciate the value of the former, we must cast the weight of our opinion in favor of the latter. Any person who does much touring, must be convinced of the utter insufficiency of our guide-board service and the need for an improvement. The distance given on the average guide board is about as reliable as a statement of Mr. Ananias. Speaking for the Massachusetts Division, we will say that they have started on the work of erecting guide-boards and have the boards already for distribution, but

they need the co-operation of clubs to carry on the work. We hope to see Massachusetts take the lead in this work, as she has in many others, and that she may do so, wheelmen should co-operate with the division officers, and put out the signs.

TREASURER TERRY does not agree with Secretary Aaron in his opinion that the League can accept fifty cents as payment of dues from those who join the League for the short term from June to January of the present year. He says:—

"The leading editorial in your issue of 26 March, takes a position upon the subject of the dues for the next League year (to end 31 December, 1885, should the changes be adopted by mail vote), both damaging to the treasury, a d. as I believe, erroneous in law. Rule 32 (cited from edition of 15 February, 1885) provides that 'each member shall pay —, on or before the first day of June, in each year —, the sum of \$1.00.' That seems to be explicit. I find nothing there about fractions of a year, nor about 'eight and one-third cents per month,' neither has it ever been the practice of the League to deal in such fractions. The language of the proposed revision (see article V., sect. VII.) is not essentially different. We are not dealing with calendar years, but with our own fiscal years; and I fail to see where injury is done to any one by the proposed change. Each member will have the benefit of the whole present riding season for the dollar that he will pay next June, and that is practically all he would fairly get were no change to be made. Next year, to be sure, he must pay five months earlier, but he may remember that he has not to pay again in the summer, so that his loss is only five months interest on one dollar, and many an old member may offset against this his own dilatoriness in past years when it was much nearer to September than to June, when the proper League officer first saw his money."

Mr. Terry further says that the view above taken was that openly expressed and assented to at the officers' meeting where the change was made. In this, we think he is right; but we believe the matter was not well considered in the light of policy. Had it been, we believe some provision would have been made for a change. The matter will be decided by a mail vote of the board of officers.

The Legislature of North Carolina has passed a law allowing the turnpike company to dictate what style of vehicle shall be allowed on their roads. The president of the company, who is an enemy of the cyclist, is also lieutenant governor and speaker of the Senate, and it is through his influence that the law was passed. We are told that the local clubs have appealed to the L. A. W., but have received no offer of assistance, and they are now so discouraged that they are on the eve of disbandment. A prominent lawyer of Wilmington has given as his opinion that the law is unconstitutional, and, if carried to the United States courts, could be broken.

GLANCING over the files of an English exchange the other day, we came across a suggestion looking to the establishment of an Order of Merit, for the recognition of the services of those persons who promote the interests of the sport.

There are, as any observant mind will at once see, two distinct fields for labor in the cycling world. The first of these may be termed the physical, the other the mental. With respect to the former, we find workers therein, working with wind and muscle upon the racing path, to further the interests of the sport and those of themselves at the same time, and in gaining the latter in the shape of medals, cups, and other trophies, they glean a reward for the former. Not so, however, with a portion of the laborers in the other field—the mental. This division is by no means so well defined as the first, including, as it does, all those who, by the exercise of their mental faculties, further the sport and pastime of cycling in any way. To this class belong inventors, editors, authors, and legislators, as well as several others. Of the first, we may note that the results of their efforts are to be seen in the improvement of the steeds we ride, and the sport and pastime of cycling is benefited by the increase in results obtainable. The good done for cycling by the editors and authors of our especial literature is well known, and we need here do no more than mention the fact; whilst the efforts of the last and far larger class is widely and strongly felt. This class of workers includes our club laborers, the hard working secretaries, treasurers, captains, the officials of the L. A. W. and the C. T. C., and similar kindred bodies, who, by holding the reins of the sport itself, guide its progress, and keep it in its legitimate channel. The first division—the inventors—have their reward in the commercial results accruing to an invention of practical utility, whilst the second are likewise rewarded by the pecuniary results of their literary ventures; but the last, and perhaps most hard working of all, have no certain reward, or even the shadow of one hanging in view, unless we except the "name" and honor, they obtain by prominence in legislative matters. Now, to hint for a moment that our cycling organizers and legislators desire any pecuniary reward for their labors, would be an insult, and we do not intend to do so; but that some recognized mark of distinction would be



highly valued we strongly opine. At the tournaments which have become such a feature in the cycling world on this side, the directors and the officials do a deal of work for the honor of the thing, and find this their only reward, while the racing men go home laden with prizes. The establishment of an Order of Merit would be a graceful thing, and would give the L. A. W. an opportunity for the recognition of services that too often go unnoticed.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Buffalo.

**Editor *Bicycling World*:**—Our L. A. W. brethren need not be surprised if they find a caution in the official programme of the meet, to the effect that they ought to put on their heaviest underwear, and bring their winter overcoats to Buffalo next July. Some five days ago the temperature "took a drop" away down below the forties, and there it has stayed ever since, causing us to shiver and growl, and wonder once more if we are ever going to have spring again. History records that on at least one occasion open grate fires were necessary here on the fourth of July, to obtain even tolerable comfort. We hope for better things this time, but ugh! such a raw, chilly, miserable wind is blowing off the ice-fields of Lake Erie as I write.

By the way, our entertainment committee have been shaking in their shoes not a little lately about that same programme. A disastrous fire visited the printing establishment which had contracted to do the work, and for a while it was feared that not only all that had been done so far, but all prospect of completing the task was destroyed, and that it would be necessary to begin all over again. But we learned later that enough had been saved from the wreck to enable the proprietors to carry out their contract, and the programme will appear in due season, as originally designed. It will be an excellent advertising medium, for some thousands of copies will be sent all over the country.

The Buffalo Bicycle Club is about to take the most important step in its history up to this time, by providing itself with a habitation. A special meeting was held on Tuesday, the 21st, to consider the subject, and the trustees were instructed to rent a suitable building on the best terms they could make. A very advantageous bargain in regard to furniture was also laid before the members, and it was voted that the trustees should proceed in their best discretion in this matter as well. A number of good places are already in view, and the prospect is

that the club will be well housed and elegantly provided before the first of June. It is probable that one of the first effects of this new move will be a considerable increase in the membership, for there are many unattached riders in Buffalo, and new men are constantly adding themselves to the cycling fraternity, to all of whom the Buffalo Club will now have something definite and tangible to offer in the shape of advantages. Long live the Buffalo Bicycle Club!

Bicycles must be selling at the rate of nearly a dozen a week now. This augurs well for a big "boom" in the trade as the season progresses. Bull & Bowen are receiving repair work from points as far off as Emporia, Kansas, and are selling sundries to parties in Salt Lake City. They have lately turned out some most elegant painting, — the machine looking as well as a finely enamelled English machine.

W. S. Bull is hard at work on his road book of Western New York, and hopes to get it out in two or three weeks, or in season to be useful to tourists who intend to come to the L. A. W. meet on their wheels. There are two or three parties of wheelmen who we know intend to do so. This is after all the best way to come when the distance is not too great. At least a part of the trip ought to be made on the road, for there is much beautiful scenery in this part of the State, and you can't travel twenty miles in any direction without striking a railroad that will bring you in here if you get tired of wheeling. P. X. Q.

#### For the Dogs.

**Editor *Bicycling World*:**—Noticing your article, "Cave Canem," in the *Bicycling World*, 17 April, I think I can tell you of a way to rid your self of the trouble mentioned in a less dangerous way than the law provides. I have a small eye and ear syringe, a rubber bulb holding about two ounces. It has a metal tube throwing a fine stream, over which I fix a rubber cap when not in use. I carry this in my pocket, filled with ammonia. If a canine jumps at me while riding, I take this from my pocket and give him a small dose of ammonia. It teaches Mr. Dog a lesson which he will never forget. I used this instrument last season, and in no case except one, did the same dog attack me twice; he did not get a good dose the first time. I think if some wheelmen, who are continually bothered by dogs, will use this, they will find it very effectual.

Respectfully,

N. H. VAN SICKLEN.

#### Down South.

**Editor *Bicycling World*:**—For three long months have I been looking for the region called the "Sunny South," and now to my sorrow it has been found, and is rather too sunny, warm, ray hot. With the mercury ninety in the shade to-day, my thoughts wandered to the

Garden City, and the refreshing breezes of Lake Michigan. The nights, however, are delightfully cool, and now as I write, the cool evening breeze feels quite a contrast to the boiling hot winds of the day. On paying this city a flying visit last week, I made enquiries regarding the number of wheels in operation here, and was informed that about one dozen bicycles were owned and ridden here. My first visit was paid to a gentleman, who informed me, he was an ex-bicyclist, "sold it," he curtly replied, in answer to my inquiries.

The gentleman further volunteered the information that there had been a club in Augusta, but for want of enthusiasm it had died a quick "die." Mr. George Frank Boyler, was the next gentleman found, and George proved a much better informant and enthusiast than No. 1. Says Mr. Boyler: "Yes, we have about a dozen wheels in town, and they are nearly all of the old Standard and Mustang order."

I was tendered the use of a rickety 50-inch Standard, solid backbone, and forks, and was informed I was on the finest wheel in Augusta. Quite so, I believe them; for the three boys who accompanied me in a ride to the Fair Grounds, were mounted on Mustangs, with, I should say, about a two-foot tread.

I beg pardon. Yes. I actually saw a real live Victor, this morning, just in by express; first good wheel to make its appearance. This city, in common with most Southern cities, is very slow, and in my mind, several years behind the times, slow to "catch on" to anything so important as bicycling — too last for them, I suppose.

A most amusing thing occurred recently while we were giving races in Montgomery, Ala. The people, to a large number, had assembled on the grounds to see the races, when a heavy thunder storm came up, and came down so heavy that racing was out of the question. "Well, Prince, what will you do?" I asked. "Oh, I guess we'll postpone," he replied. The rain continued with unabated fury, and the gatekeeper left his post and sought shelter. This was the signal for over two hundred "nigs" to swarm into the grounds, observed by me, but unobserved by the champion. "Well," I said to Prince, "You stand by the gate and give tickets to the people, as they pass out, for the races to take place two days later." Off goes Jack, and stuffs his pockets full of tickets, while Frank X. Mudd and myself smiled wicked smiles, in anticipation of the fun in store for us. The majority of the white people passed out first, when the "gang" of nigs swarmed up. "Stand in line," yelled the mile champion. "Stand anywhere," shouted the black rascals, who had come in for everything. Stand in line they would not, and they swarmed around Prince, until he suspected a game was being played on him. A big nigger came up, "ticket, please." The same

man went around Prince and made the same demand. Prince had noticed a scar on the nigger's neck; and said to himself, "that 'nig' got two." A third time the audacious rascal made the demand, Prince recognized him, and with a powerful blow with his strong right, landed the black robber one on the neck which knocked him over several of the small fry, and sent him sprawling into the mud. He did not wait to ask any questions, but made a bee-line for the city. No more tickets were required that day. Prince swears he will never give tickets back to niggers again.

The recent editorials in the *BICYCLING WORLD* and Springfield *Wheelman's Gazette*, on professionals, recommend themselves to every thoughtful, intelligent bicyclist. The L. A. W. should open its doors to professionals; then and not till then will we have peace in the ranks of wheeling. Bicycling in the South will not make much headway until the quality of the roads is improved. Verily this is a land of sand, and wants stoning down. The Savannah Bicycle Club sends Mr. Prince and myself an invitation to a "stag party." What's that? Do they hunt stags on bicycles in Savannah? Thank you, gentlemen, but but we never practised running through fences on our racers, so must respectfully decline. SPOKES.

AUGUSTA, GA., 25 April, 1885.

#### Massachusetts Maps, Gratis.

**Editor *Bicycling World*:**—Your recent allusion to this subject reminds me to say that one special feature of my "X. M. Miles on a Bi." will be the "free advertisement" (size, scale, date, price and publisher's name) of all the maps and atlases which I can learn particulars about. Several pages of fine print at the ends of my New York and Boston chapters, whose proofs I have just been correcting, are given to this subject; and I there make special mention of an excellent road map of Berkshire County, which will be mailed free to all who send a request to the Berkshire Life Insurance Company, at Pittsfield, Mass., whose advertisement is impressed upon the margin, but not obtrusively. This map's scale is about two miles to the inch, and not only are the "main roads" specially designated in red, in contrast to the lesser ones, — but the school-houses, churches, cemeteries, and railroad stations, are shown by special symbols.

Inferior to this, but still a very good map for wheelmen, is the "Essex County" (ten cents, scale one and a quarter mile to one inch); while the "Worcester County" (twenty-five cents, scale two miles to one inch), though poorer, may be fairly recommended. Both of these, as you have already announced, are mailed by "The Digestine Company," Lynn, Mass., at the prices named; though, unless the managers of the concern are much less enterprising than any other patent medicine advertisers I ever heard of, they will forward the

maps gratis, to any address from which they receive a postal card request. The advertisement of their "remedy," stamped on the cover of each wrap, is not a disfigurement.

The publishers of the above are C. H. Walker & Co., 160 Tremont street, Boston, who also issue new pocket road maps of the other counties of Massachusetts, not already named, except Middlesex (ready May 15), and Norfolk (now in preparation), at a uniform price of twenty-five cents (fifty cents if colored), though Hampshire and Hampden, are on a single sheet. The scale of this and of "Franklin" is one and a half mile to one inch; "Bristol" and "Plymouth," two miles to one inch, and "Barnstable," three miles to one inch.

I do not know of any other State whose entire road system may be studied by a similarly cheap series of county maps. The new wall map of Connecticut (two and a half inches to one mile, price \$6.00, J. B. Beers & Co., 36 Vesey street, N. Y.), is to be re-issued next year, for pocket use, in three sections at fifty cents each. Other publishers of pocket maps, having a scale of not less than ten miles to the inch, will confer a favor by sending to me their catalogues, or written descriptions, at the University Building, Washington Square.

KARL KRON.

NEW YORK, 1 May, 1885.

#### New League Officers.

THE result of the recent League election has given us the following officers, by States:—

✓ MAINE. — Chief Consul, Frank A. Elwell, Portland. Representative, Lewis J. Carney, Portland.

✓ NEW HAMPSHIRE. — Chief Consul, H. M. Bennett, Manchester. Representatives, Archie L. Jenness, Rye; C. D. Batchelder, Lancaster.

✓ VERMONT. — Chief Consul, C. G. Ross, Rutland. Representative, J. W. Drown, Brattleboro.

✓ MASSACHUSETTS. — Chief Consul, Henry E. Ducker. Representatives, A. D. Claffin, Abbot Bassett, and W. J. Harris, Boston; F. P. Kendall, Worcester; John S. Webber, Jr., Gloucester; George Chinn, Marblehead; Dr. A. G. Kendall, Dorchester; W. M. Pratt, Brockton; Joseph L. Pinder, Lowell; H. S. Wollison, Pittsfield; W. O. Greene, Holyoke; F. E. Hawkes, Greenfield; Sanford Lawton, Springfield.

✓ CONNECTICUT. — Chief Consul, Chas. G. Huntington, Hartford. Representatives, Dr. T. S. Rust, Meriden; W. M. Frisbee, New Haven; E. J. Morgan, Bridgeport; W. A. Hurlbutt, Stamford; W. T. Williams, Yantic; L. L. Hubbell, Danbury.

NEW YORK. — Chief Consul, Edward F. Hill, Peekskill. Representatives, E. W. Adams, F. A. Egan, Knight L. Clapp, John C. Gulick, and George R. Bidwell, New York; W. S. Bull, C. K. Alley, and George Dakin, Buffalo;

F. B. Graves, Rochester; Joshua Reynolds, Stockport; J. G. Burch, Jr., and A. H. Scattergood, Albany; I. Reynolds Adrance, Poughkeepsie; A. E. Fauquier, Mt. Vernon; J. W. Clute, Schenectady; Robert Hibson and E. A. Caner, Brooklyn; H. D. Brown, Weedsport.

✓ NEW JERSEY. — Chief Consul, G. Carleton Brown, Elizabeth. Representatives, Dr. Edwin Field, Red Bank; G. N. Buzby, Camden; W. H. Parsons, Newark; Dr. Elliott W. Johnson, Jersey City; A. R. Denman, Roseville; Dr. J. A. Bolard, Millville; Dr. W. G. McCullough, Trenton; Dr. J. H. Cooley, Plainfield.

✓ PENNSYLVANIA. — Chief Consul, Eugene M. Aaron, Philadelphia. Representative, Fred. McOwen, C. D. Williams, E. L. Miller, Geo. D. Gideon, and H. K. Lewis, Philadelphia; Col. Geo. Sanderson, Scranton; J. G. Carpenter, Wilkesbarre; H. E. Bidwell, Pittsburg; Dr. J. F. Richards, Williamsport; H. K. Whitmer, Reading; H. S. Winterstein, Bethlehem; J. V. Stephenson, Greensburg; D. K. Trimmer, York; Rev. Sylvanus Stall, Lancaster.

✓ OHIO. — Chief Consul, T. J. Kirkpatrick, Springfield. Representatives, J. H. Boger, Findley; B. F. Schultz, Kenton; J. D. Pugh, Jr., Cleveland; J. K. Dunn, Massillon; Maurice Moody, Dennison; W. H. Miller, Columbus; Frank M. Smith, Portsmouth; Walter H. Aiken, College Hill; W. B. Harmony, Sidney.

✓ INDIANA. — Chief Consul, L. M. Wainwright, Noblesville. Representative, John W. Clark, Columbus.

✓ MICHIGAN. — Chief Consul, C. H. McClure, Marshall. Representative, Horace N. Keys, Ovid.

✓ ILLINOIS. — Chief Consul, John O. Blake, Chicago. Representatives, Burley B. Ayres, Chicago; H. G. Rouse, Peoria; J. M. Thrasher, Elgin; A. E. Thompson, Rockford.

✓ WISCONSIN. — Chief Consul, A. A. Hathaway.

✓ MINNESOTA. — Chief Consul, S. F. Heath, Minneapolis.

✓ IOWA. — Chief Consul, Charles D. Howell, Winterset. Representative, Geo. H. Hamlin, Grinnell.

✓ MISSOURI. — Chief Consul, E. M. Senseny, St. Louis.

✓ COLORADO. — Chief Consul, Geo. F. Higgins, Denver.

✓ WYOMING. — Chief Consul, Frank H. Clark, Cheyenne.

✓ MONTANA. — Chief Consul, Fred. A. Fielding, Bozeman.

✓ UTAH. — Chief Consul, H. L. Davis, Salt Lake.

✓ KENTUCKY. — Chief Consul, Orville M. Anderson, Louisville. Representative, Horace Beddo, Louisville.

✓ LOUISIANA. — Chief Consul, A. M. Hill, New Orleans.

✓ DISTRICT OF COLUMBIA. — Chief Consul, E. T. Pettingill, Washington. Representative, Geo. E. Emmons, Washington.

✓ MARYLAND. — Chief Consul, James



Thompson, Baltimore, Md. Representatives, J. Kemp Bartlett, Jr., and Edwin J. Mabbett, Baltimore; Charles E. Fink, Westminster.

The largest votes cast were: New York, 468 for J. G. Burch, Jr., of Albany; Massachusetts, 396 for H. S. Wollison, of Pittsfield. Pennsylvania cast a very small vote.

#### American Division C. T. C.

BUSINESS Meeting and Reunion at Cleveland, O., 18 and 19 May. General Committee of Arrangements—Charles H. Potter, R. C., Chairman; Alfred Ely, S. C.; F. B. Stedman, President Cleveland Bicycle Club; H. D. Sizer, President Cleveland Tricycle Club; F. T. Sholes, J. D. Pugh, Jr., Reception Committee—Alfred Ely, S. C., Chairman; J. H. Collister, F. P. Borton, T. S. Beckwith, F. W. Bowler, J. Q. DeKlyn, F. P. Root, M. M. Jones, E. P. Hunt, H. W. King, W. D. Chapin, C. A. Paine, C. W. Norman, Frank W. Douglas, E. W. Palmer, Jr., Committee on Hotels and Accommodation—Fred T. Sholes, Chairman; B. F. Wade, George Collister, A. E. Sprackling, Theodore B. Stevens, Frank Meade, George Fosmire, H. A. Spear, A. W. Walworth, George T. Snyder, W. C. Rudd, F. H. Palmer, A. C. Bates, F. J. Drake. Correspondence and letters of inquiry should be sent to Chairman of Committees, at 99 Superior Street, Cleveland, O.

The programme will be as follows:—18 May. Informal gathering at Cleveland Bicycle Club headquarters at 10 A. M. Business meeting of American division, 3 P. M. Theatre party at Opera House in evening.

19 May. Short run to Wade's Park in A. M. Annual spring races Cleveland Bicycle Club in P. M., and promenade concert of Cleveland Bicycle Club in evening at which visiting C. T. C. men will be the guests of the Cleveland Bicycle Club.

#### Maine Items.

MR. GILBERT L. BAILEY, of Portland, has secured the agency for the Kangaroo and Royal Mail bicycles.

FIVE Columbia Light Roadsters and three Victors have been ordered by Portland wheelmen, and the merits of the two wheels will be thoroughly tested on the Moosehead, Mt. Desert, Tour.

GEO. E. DUNTON, of Augusta, has been appointed L. A. W. consul for that city, and will gladly furnish any aid or information required by visiting tourists. Mr. Dunton will be remembered by the members of the Kennebec tour as their guide to Togus and Waterville last summer.

MR. SANFORD LAWTON, Secretary of the Springfield Bicycle Club, and Mr. W. C. Marsh, member of Springfield Bicycle Club, will participate in the Moosehead, Mt. Desert, Tour.

THE Portland Wheel Club will shortly call a special meeting to consider the

offer of a capitalist of their city to build them a club house for a fair interest on money expended.

THIS club has increased rapidly of late, and for a long time felt the need of suitable headquarters, the lack of which has been a serious inconvenience to its members, who have noticed with envy clubs of smaller towns than Portland, enjoying the privileges of pleasant club rooms. The question of a new uniform will also come up at this meeting.

GEORGE E. CAIN, of Lynn, will enter the race for safety machines, at the tournament of the Pine Tree Bicycle Club, 23 July, at which time the Moosehead tourists will be in the city.

MR. C. H. LAMSON, of Portland, reports a very lively season in the bicycle business, so far. His new cyclometer, like all the rest of Mr. L.'s inventions, is one of the best of its kind, and will soon be on the market.

THE members of the Pine Tree Wheel Club, of Bangor, had their first run of the season, Fast Day, 23 April, on which occasion they went to Orono. They had a good turn-out and a fine time.

MEMBERS of the Kennebec Tour of last summer are sending in their names for the Moosehead, Mt. Desert, tour, and anticipate much pleasure in again meeting one another, and renewing friendships so pleasantly begun at that time.

MR. F. H. JOHNSON, of Brockton, who was on both the "Down East" and "Kennebec" tours, will "bob up serenely" on the Moosehead. "Jinson" intends to know Maine before he gets through with it.

#### The Big Four Tour.

ONE hundred and twenty-five men have pledged themselves for the Big Four Tour, and the list is full. There is talk of increasing the limit to two hundred.

The contract for making the medal, which will be given to the winner of the road race, has been awarded. The medal will be of gold, and valued at \$60. It will be inscribed: "Big Four Bicycle Tour Association Century Road Race, Chicago, Boston, Buffalo, New York, Co. bourg, to Kingston, Canada, July 10, 1885." It will be sunk in the centre with a heavy rim.

Among those who have already signified their intention of participating as members of the Boston division are the following: E. G. Whitney, captain; A. D. Peck, Jr., lieutenant; H. D. Corey, quartermaster, all of Boston; C. W. Howard and J. W. Vivan, of the Charlestown Bicycle Club; W. E. Stone and John C. Estes, of Concord, N. H.; W. I. Harris and Gideon Haynes, Jr., of Boston; C. A. Joslin, H. A. Chase and E. Burdett, of the Leominster Bicycle Club; G. H. Orr, of Toronto, Canada; E. L. Sawyer, of Fairbault, Minn.; L. C. Kittson, of St. Paul, Minn., and others.

#### The New York Division Investigation.

The committee appointed to investigate the trouble in the New York Division, have reported as follows:—

It seems to them that ex-Treasurer E. J. Wheeler should be severely censured for not resigning his office or appointing a substitute before leaving for the West, to be absent two months: knowing, as he must, that these duties would remain undone, much to the detriment of the N. Y. Division and the L. A. W.

Again, he was grossly negligent upon his return, Nov. 10, 1884, in not sending all tickets to their respective owners, keeping a list of the same, which in the case of new members could have been verified by the weekly list in the O. G., while in the case of renewals, they come direct to the Treasurer. The fact that the position was *honorary* made it all the more binding.

Mr. Sanford, Secretary of N. Y. Division, has also been grossly negligent in not answering the demands for settlement made upon him by both the former treasurers, Messrs. Brown and Kidder. Under the L. A. W. law, as we interpret it, he must report to the Division Treasurer *monthly* the number of applications, and a check for the corresponding amount, and yet he acknowledges *six* months to have passed between two of his reports. We find also, by his own acknowledgment, that he wrote not one *official* letter to Mr. Wheeler at any time. Such official letter, *registered*, containing his report and check, would have exonerated him, and have been perfectly safe.

The fact of his retaining for the space of eight months \$5.00 rebate, due the New York Club, during which time repeated demands were made upon him for it, we consider a case of willful neglect. In view of all of these facts, the committee recommend that the proper officers of the New York State Division request Mr. Sanford's resignation at an early date.

The committee would state that all reports have been made demands met and tickets issued, and that the affairs of the New York State Division are now running smoothly; and we would further recommend that future chief consuls should have a more intimate knowledge of and control over the affairs of their divisions than has been shown in the past year. Fraternally submitted,

DR. N. P. TYLER,  
DR. G. CARLTON BROWN,  
F. P. KENDALL,

Committee on N. Y. Div. Case.

#### On the Adjustment of the Tricycle.

BY F. WARNER JONES.

From the opinions expressed, and the various positions taken by different riders, it is evident that the adjustment of the tricycle has escaped that degree of attention which its importance demands, and

especially from the manufacturers. As a rule, a tricycle having been bought, the novice has to find out for himself how to ride it, and it therefore cannot be expected he will place himself in the best position for bringing out the points of the machine or his own powers to advantage, whereas, if instructions were sent with a machine, the purchaser would at once be able to make at least a fair start. I have seen machines sent out for tall persons with the pillars some inches too low, and *vice versa*, and I am sure many intending tricyclists have given up in despair, merely from not being correctly adjusted. A remark recently made to me by a most experienced rider, "that on riding a new pattern machine it always took him a few days before he could properly 'fix' himself," shows that the subject requires great care and attention. The difference between a correct and incorrect adjustment is, that in the former all is ease and elegance with the least expenditure of power, whilst in the latter a great portion, or even all the power, is wasted, and the muscles cramped and strained. By sitting very low and far back the pressure against the pedals results in no progression at all, the front wheel merely rearing off the ground.

In ordinary adjustments, the rider continually shifts his saddle and pillar, etc., until he arrives at what he thinks the best position, and it requires a most intimate knowledge of the machine to perceive how one little variation negatives another, and to be able to rectify any error. By understanding the effect any alteration produces, a practical rider will be able to recognize the necessity of a machine in the first instance being correctly adjusted to himself, and then on purchasing, such mistakes and disappointments as frequently occur will be prevented, since all the adjustments a rider may make himself will never counteract the effects of errors in the relative adjustment in the parts of the machine itself. Every cyclist has at times met with a specimen of mistaken adjustment, and although the fascination of the art is so great that the rider jogs along seeming happy and contented, yet it is evident that unless round shoulders and bandy legs are to be increased, a little more attention must be paid to the subject.

I at first intended to discuss the adjustment of the rider only, but I feel it impossible to thus limit my remarks, because before a rider can hope to be properly placed on a tricycle, the machine itself must be approximately suited to him. It is unnecessary for me to make any remarks as to material, workmanship, or weight (though, *en passant*, I should like to call attention to a very able article in *The Field*, of November 15, touching upon the weight of tricycles). I come, therefore, to the form of machine, as this requires alteration according to the requirements of the rider and the road. The principle to be attended to, is to carry as much weight as possible on the larger of two wheels (bicycle); if two

equally-sized wheels are used, then equally between them (the "Otto"); if one large and two small ones, or two large and one small, then always place as much of the weight as possible on the larger wheel; and as the amount of weight is generally regulated by the position of the pillar, the first adjustment necessary after fixing upon the style of tricycle is, where to place the socket to carry the pillar; and, therefore, following this rule as to distribution of weight, the pillar of the "Rotary," "Salvo," "Devon," etc., should be exactly over the axle, and on the "Humber" type as near the axle as safety will allow. In putting on pace or power, however, the rider is brought more forward, at the same time increasing the weight and resistance of the front wheel, which is a loss on the loop-framed machine; whilst on the "Humber" type the weight is brought still more over the large wheels, thus increasing the pace of the machine.

Having now defined the position of the pillar for the level, this position is entirely incorrect for hilly roads, and although, if a swing-frame be used, this position of the pillar over the axle is still correct, with a fixed seat it is necessary to make an alteration for hill and general work. Thus, on an incline of, say, one inch in nine, the centred gravity of the rider and machine is thrown about four inches behind the perpendicular from the point where the wheel touches the ground (not behind the axle only). If, therefore, such roads are traversed, it is better to divide this four inches and get the best medium position, placing the pillar, say, two inches, or even more, in front of the axle; and without a swing-frame, I should most certainly fix my pillar about that distance in front of the axle—indeed, some machines, the "Premier," the "Special Matchless," etc., do fix their pillars even more forward than this, and for hill work they are most especially suited, and to be recommended.

The next adjustment is the crank, for which one will hold good for every type of machine. For easy riding on the level the rider's weight should chiefly or wholly rest on the saddle, and the legs should be fully extended, in order to avoid a cramped position, and also for a reason I explained subsequently. In adjusting the crank it is a necessity that it allows a proper clearance from the ground and likely impediments, and having settled that at, say, three or four inches, the rider has to decide in what style he prefers to ride. There are two entirely distinct methods of riding. The one is that in which the rider sits low, with the crank well in front of him (most rear-steerers are thus adjusted), and the other is that in which the rider sits high and well over his crank. The former is comfortable on the level, but when any gradient has to be ascended, or fast work done, the whole of the power is derived by a muscular thrust of the leg, assisted by strenuously pulling at the handles. The other depends on the amount of weight only that

the rider places on the pedals, and this form is not so fatiguing, and is now considered by far the better plan, although, if this position be too upright, it is at the expense of straining the back and losing the ability to properly back-pedal, besides the unpleasantness caused by slipping forward on a decline. The original "Rucker" front-steerers were types of this class, the pedals being only 6½ inches in front of the pillar, and the old "Meteor" pattern back and front-steerers were types of the former class, the pedals being fixed about eleven or twelve inches in front of the pillar.

In order to arrive at a proper adjustment, what is required is that on a level, with the weight fairly on the saddle, the crank should be fixed so far in front of the rider that when the foot is at the top of the stroke the power and pull be just commencing to act on the crank. By this means, when at half-power the crank is also at right angles to the rider, and therefore two objects are attained, viz., the leg at half distance meets the crank at right angles, and also the power is communicated throughout the whole distance of semicircle. Ankle motion also gives a little more distance still. For a tall man this distance should be eight and a half inches in front of the centre of his saddle, and since the saddle should be fairly over the pillar, the best position in which to fix the crank may be taken as eight inches in front of the pillar; how far in front of the axle has nothing to do with it, the crank adjustment being only in respect of the rider—this being the best adjustment for level riding, at an ordinary pace; if the country be hilly or great speed be required, the saddle may be placed further forward on the pillar, say one and a half inches; this throws more weight on the pedal, but is not so comfortable.

Any rider can measure his present position, and then shift his saddle forward and a little higher, and then backward and a little lower, and I think he will find the distances I mention to be the best for average work; but in trying this experiment he must remember shifting forward puts more weight and resistance also on the front wheel, therefore it is only a test of comfort, and only relatively of power.

The adjustment of the pedals is the next consideration. Correctly speaking, a six-inch throw is suited to a man six feet high, and five inch for a man five feet. In general practice a six-inch throw is used, but a five and a half inch for a man under five feet eight inches is preferable. Central-gear machines allow of a proper adjustment of the pedals.

The saddle adjustment is the next consideration. The saddle should be so fixed to the spring that there is no tilting forwards or backwards, but the saddle should spring fairly up and down only. Except in resisting a shock, a rider should be able to sit fairly on the saddle, and on letting go the handles he should still be sitting upright, and with ease and



comfort. The saddle should now be adjusted to the pillar, so that the centre of the saddle is exactly over the pillar. Great care, therefore, should be taken in fixing the spring to the pillar, so that the saddle may ride fairly on it in this position.

The pillar adjustment is the next point to consider, and for general purposes the following method is sufficient:—The rider should stand on one pedal when it is at the bottom of the stroke, and then he should raise the pillar until he can just fairly slide back on to the saddle, which should be then in the position to sustain most of the weight when the muscle of the leg is relaxed. This position gives full play and expanse to the leg, and at half-stroke the foot is at right angles to the pedal. The rider can deviate from this adjustment if he pleases, but unless on a rear-steerer the advantage of riding lower, and at the same time necessarily further back, is not, in my opinion, to be compared with the upright position, and it also tends to produce round shoulders.

Having now enumerated the various points of adjustment, I may state that the pleasure of tricycling greatly increases with a correct adjustment of the rider and machine to each other. To ride with comfort, the whole body should have free play, and balance itself on the saddle only, and the rider and machine be as one machine, and no support should be required from the handles. Properly adjusted, a rider should be able to let go the handles and still ride on with his feet, placing power only on the pedals, and not at all interfering with his upright balance on the saddle. Thus adjusted, a rider and machine form a most graceful picture, and frequently the remark of "a pretty rider" is made by those who, without knowing anything about a tricycle, are yet alive to the attractions of lines of beauty and grace.

The summary of my remarks may be thus expressed:—

The larger the wheels in cycling, in comparison with the others, the more of the weight they should carry.

For looped-framed front-steerers the pillar should be fixed about two inches in front of the axle of the large wheels; exactly over the axle is better if the rider studies comfort and slower riding, and the roads are level; or, if a swing frame be used, the crank should be eight and a half inches in front of the centre of the saddle—a little less for a short man. For racing, or rough, hilly roads, seven inches gives more power, but is not so comfortable.

The rider should sit high, so as to freely extend the legs. A little lower seat, and placed further back, is also comfortable for level riding only.

The position of the front wheel should be about thirty-two inches in front of the axle. To allow these adjustments to be effectual, any further distance allowed the pillar being more in front of the axle, and *vice versa*. The dimensions I give are the best for general work. The dis-

tance of the front wheel regulates the steering, and, if properly adjusted, the rider, when sitting upright, should only rest about six to eight pounds on the front wheel, but if it is a hilly district, then ten or twelve pounds will be better, because the rider then sits further in front of the axle, which is advisable in riding hills.

A loose shoe is a misery and loss of power. The ball of the toe should rest fairly on the pedal, and the shoe should fit fairly tightly.

The width between the pedal is of great importance. It should be exactly the width of the hip joints. Narrower than this, the foot does not press evenly on the pedal, and the rider becomes pigeon-toed, besides losing the power of a direct thrust. I was informed last week by an old tricycle rider, who rode a long distance on a "Kangaroo," that the inside muscles of his leg were afterwards fearfully stiff. The pedal, being rather wider than the hip joints, caused the foot to meet the pedal on the inside edge of the shoe, thus unfairly compressing the inside muscles. In this case a slight paring of the shoes towards the inside edge would remedy the evil, and also give more power, or the rubbers may be eased down on the inside. I merely offer this as a suggestion, as I note the pedals are too wide for most riders, and this slight attention will rectify it. Very slight paring is sufficient. The true correction is the length of a perpendicular bisecting the chord of an arc drawn with a radius of the leg from the hip joint to the foot, and the chord being the distance that the pedals are wider than the hip joints. This is very slight, but quite sufficient to affect the muscles.

I would advise those riders who cannot satisfy themselves as to the correctness of their adjustment to place a weight behind them, until there is only about, say, seven pounds on the front wheel. In many cases I have found the extra weight a very great improvement, though of course the machine was incorrectly built in the first instance. Still, the rule holds good that the success of a tricycle depends as much or more on the balance than the weight, and therefore, a properly-adjusted machine allows a margin of weight for increased safety in construction—a much-to-be-desired end in a country district.—*Tricyclist*.

#### CURRENTE CALAMO

By an unfortunate typographical error, the Massachusetts members of the League have elected one Dr. A. G. Kendall, of Dorchester, to be a representative. We know of no such person, but we hope that the president will appoint Dr. H. G. Kendall to the position, if there is any difficulty in connecting him with the vote cast.

It is gratifying to know that the war going on in England between the N. C. U. and the Athletic Association

is not to be repeated in this country. The N. A. A. A., has adopted the racing rules of the L. A. W., and these will govern all bicycling events held at meetings under athletic club auspices. The two societies have joined hands, and will work together to regulate racing, and to protect amateur athletes.

Mr. H. S. Wood, of Philadelphia, assisted by Secretary Aaron, has compiled for the Philadelphia Division a most complete and comprehensive road book. This is one of the good works of the League, that help to justify the existence of that body. The book in question covers the roads of Pennsylvania and New Jersey, and points the way for long tours beyond the borders of these States. It includes roads of Long Island and Staten Island, and through routes of New York, Connecticut, Massachusetts, Rhode Island, Delaware, Maryland and Virginia. One hundred and ten "routes" are laid out of the most desirable roads between distant points. They average one hundred miles, and eleven towns to the route. Among the long routes are those from Boston to Buffalo, New York; and to Pittsburg, Pa.; from New York to Pittsburg; from Port Jervis to Cape May; from Staunton, Va., or Washington, D. C., to Lake George, N. Y.; from Long Branch to Pittsburg, via Philadelphia; up east bank of Hudson River from New York to Albany; from Montauk Point, L. I., to Pottsville, Pa. The recorded routes include 8,000 unreplicated miles, and about 10,000 altogether. There are six maps. They include the reported roads of Pennsylvania, New Jersey, Staten Island, etc., and the "riding districts" of Philadelphia, Orange, N. J., etc., also routes from ferries to Prospect Park, and East New York. The character of the roadways and their relative fitness for cycling, are shown by different ways of depicting them; thus at a glance, the character of roading on any proposed tour can be foretold. Each map has its scale, and having been photographically reduced from large and accurate tracings may be considered to be reliable. The maps contain nothing that would crowd them unnecessarily and cause confusion, but only towns and other landmarks on the routes, that are likely to be of use to travellers in finding their way. They are very clearly printed considering the size. The book contains much else of value, and is well indexed. It is printed on thin paper, and has one hundred and forty pages. It will be a valuable aid to cyclers in Pennsylvania, and New Jersey, and the compilers have conferred a boon upon cycloedom.

We have received the first lot of "Health upon Wheels," which are now ready for delivery. The editor of the *Cyclist* says of the book: "We have recently perused with a good deal of interest, and with much advantage, Dr. Gordon Stables's latest addition to cycling literature, entitled 'Health upon Wheels,' and we recommend its perusal by every

# THE AMERICAN RUDGE.

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The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the **AMERICAN RUDGE** has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that **there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish.** Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



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**BEARINGS.** Rudge Unequalled Ball to both wheels, exactly like the Rudge Light Roadster.  
**FORKS.** Elliptical; hollow to front wheel; solid to back; very rigid.

**HANDLE-BAR.** Curved, solid; same shape as fitted to Rudge Light Roadster.

**HEAD.** Long centre Humber; similar to the Andrews patent.

**HUBS.** Gun metal, nickelled; well recessed to admit narrow tread.

**TIRES.** Seven eighths full to front wheel, three fourths to back, of first quality rubber.

**SADDLE.** Lamplugh & Brown's, or Brooks's, long-distance tension.

**PEDALS.** Heavily nickelled parallel, fitted with extra strong pins.

**SPOKES.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

A few shopworn and second-hand machines in stock at low prices. Send for list.

SOLE U. S. AGENTS,

**STODDARD, LOVERING & CO.**

Nos. 152 to 158 Congress Street, Boston, Mass.

RELIABLE AGENTS WANTED.



## EXTRAORDINARY SUCCESS OF THE "KANGAROO."

Its Popularity Fully Assured! In Great Demand!

A BICYCLE ANY ONE, OLD OR YOUNG, CAN RIDE WITHOUT FEAR OF INJURY. HEADERS IMPOSSIBLE!

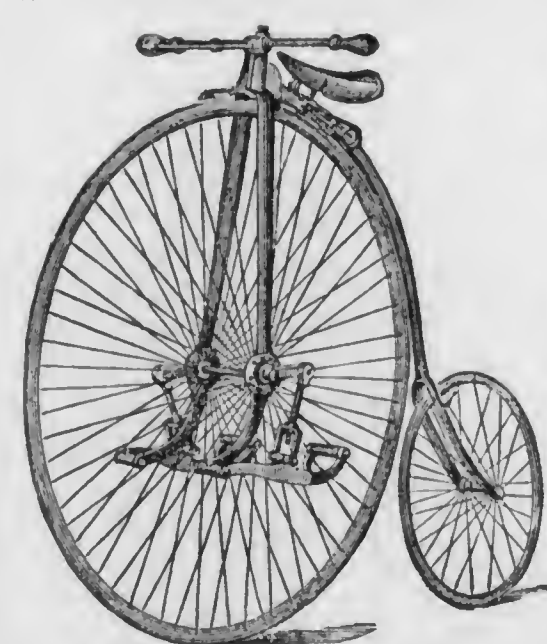
The demand for these Safety Bicycles has steadily increased with us since their first introduction to America, while now it is severely taxing the capacity of the manufacturers to meet on time. At a late date the factory was three hundred behind its orders. We have also as agents had trouble during the past few weeks, since the bicycling season has opened, in importing them fast enough. Such continued demand is good evidence of its merit. We are receiving one hundred, and invite inspection at our warerooms.

We claim THE "KANGAROO" to be THE ONLY true Safety Bicycle. THE "KANGAROO" is the only Safety that has been subjected to any PROTRACTED TEST. THE "KANGAROO" has always been fitted with a large back wheel. THE "KANGAROO" is the machine ORIGINALLY PLANNED, and has been COPIED AND IMITATED BY NEARLY EVERY OTHER MAKER.

The angle at which the Saddle is fixed relatively to the Axle is the chief factor in determining the "Safety" of a bicycle — or in other words, estimating the possibility of an upset. In this most of the so-called Safety Bicycles are deficient. Many of them have no more right to the appellation than the ordinary bicycle. The mere fact that a wheel is SMALL does not make it a safety.

Send stamp for circular, or call and examine.

**WM. READ & SONS, 107 Washington Street, Boston,**  
SOLE BOSTON AGENTS.



**EASY.**  
**FAST.**  
**SAFE.**  
Convertible Speed-Gear will be ready very soon.  
When writing, mention this paper.

### THE FACILE

holds the following Road Records of the world:

Ten miles.....in 1h. 15m. (31 miles actually).  
Twenty miles.....in 3h. 15m. (51 miles actually).  
Fifty miles.....covering 266 1-4 miles.  
Twenty-four hours.....covering 924 miles.  
Seven days.....covering 1,332 miles in 12 days, 20 hours.  
The longest continuous ride.....

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

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Manufacturers of PRESSES AND DIES  
New Machinery Designed and Built.

**BICYCLES and TRICYCLES**

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Painted, Enamelled, Nickel Plated

Repairing a Specialty.

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILLIAM S. ATWELL, telephone No. 1935.

## YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**

Send for descriptive price list and mention this paper.

**S. T. CLARK & CO. - - - BALTIMORE, MD.**



rider, from the "heroic weakling" of sixteen or so, whom he describes as pluckily overstraining himself to keep up with his club, to the man of that age when men are supposed to be either fools or physicians, and which the doctor states to be an age when the frivolous of the past should begin to study their health, if they ever mean to do so. Many interesting facts will be found in Dr. Stables' book, and what is more, we are told therein why such and such things should not be done, which is always desirable. Thus, every rider has been frequently told that, arriving hungry and thirsty at an inn, he should not eat for twenty minutes at least. Dr. Stables tells him why he should not do so, and thus ensures belief in the sensible direction. Hence the value of the book." Our price by mail is fifty cents.

FRANK E. (TUNEFUL) DRULLARD has given up being a cowboy, and has returned to Buffalo.

THE orchestra of the Ixion Bicycle Club is as follows: B. Cruger and B. Moses, violins; G. A. Mannebach, flute; James Shelton, cornet; and O. K. Moses, piano and leader.

THE Indiana legislature adjourned without considering the anti-bicycle bill.

THE last issue of the "Youths' Companion" contains an interesting cycle story.

AT the annual meeting of the Canadian Wheelman's Association the secretary was instructed to endeavor to make with the League of American Wheelmen a mutual agreement as to the two organizations respecting each other's laws and decisions, especially as they affect expelled members.

THE Pennsylvania Division officers will send the new road book to every person who renews his membership to the League and pays \$1.00. Then if the officers decide that the League dues are to be \$1.00, the lucky member will get his book for nothing. Otherwise it will cost him fifty cents.

THE report which is being circulated to the effect that Thomas Stevens has abandoned his trip around the world, is not true. He gave up his trip in New York under his old management, but resumed it again under the auspices of Outing.

AN opportunity seldom afforded will be given on Monday next to purchase a new tricycle at a very low price. Six Humber pattern tricycles made by James Carver will be disposed of to the highest bidder by public auction. These machines have never been used, and they are made by a manufacturer of the highest reputation. Any person in want of a tricycle of this pattern should attend the sale.

WE are American agents for Iliffe & Son. See list of periodicals in another column.

LYNN is talking of a bicycle track on the base ball grounds.

"I'll tell you, Sarah," observed John Grab to his better half a few evenings ago, "them college text-books is awful expensive." "Why?" remarked that lady. "Well, I just got a letter from John when I was down to the store, and he says as he wants a \$1.50 for a 'geometry' and \$1.00 for a 'cyclometer.' I don't think a cyclometer ought to cost more than a geometry, do you, Sarah?" "I don't know, John, but I reckon it must be a little harder study."

### EXOTICS

AT the Sportsman's Exhibition in London, the Aluminium Crown Metal Company exhibited a bicycle and tricycle composed almost entirely of aluminium alloy. The color was somewhat like nickel and capable of a high polish. The saving in weight was not great, owing to the alloy, and the cost was not much above a steel machine finished in nickel.

"VIOLET LORNE" acknowledges the reception of a Springfield *carte-de-danse* and souvenir, and is a little puzzled to know what kind of a dance a "Portland Fancy" is. We should be pleased to have the honor to show the young lady.

AT the Bucks Petty Sessions, on 28 March, Henry Dreye, of Eton, was summoned for riding a bicycle between an hour after sunset and an hour before sunrise without a lighted lamp. The defendant submitted that he had lighted his lamp before starting on his journey, but that it went out as he was riding over stones, and that he had not had time to relight it when seen by the police. The magistrate held that the rider should immediately have dismounted when his light went out and attended to it. Fined 5s. and costs.

THE vicar of Ripley has extended a kindly invitation to cyclists who go on Sunday runs to the Anchor at Ripley, to attend service at the church in the afternoon. He promises to arrange the hour to suit the convenience of the wheelmen, and promises to be no longer than twenty minutes with the service.

THE ten-mile professional championship at Leicester, 18 April, resulted as follows: R. Howell (1), 33.45; F. Wood (2); F. Lees (3). This was the rubber race, Howell and Wood having won two races each previously, and it gives the championship and the trophy to Howell.

THE Irish Cyclists' Association held their first public race meeting at the Royal Dublin Society's Grounds, Ball's Bridge, 4 April.

JOHN KEEN rode his iron steed twenty miles against three horses, ridden by Mr. Woodhams and changed at will, at the Crystal Palace, London, England, 6 April. The horses led for over two miles, when Keen assumed command, and keeping the lead eventually won in

1h. 9m. 38s. by about a mile and a half.

THERE was opened in London recently a cycle stable, which the manager announces has accommodation for 1,500 bicycles and tricycles, that will be received, stabled and cared for by the day, week, month or year, at most moderate charges. The stable has every convenience for riders, and includes a practice room.

### The Trade.

THE urgent necessity for a rink in the city, of which we spoke last week, has been so impressed on the Pope Manufacturing Company that they have reopened their old rink.

A WASHINGTON rider has invented a safety step of a new and original pattern. The step has a concealed spring in it which is released by the pressure of the foot in mounting, and this causes the step to swing upon a hinge, and lay close to the backbone out of the way.

BATCHELDER's Cyclist's Record Book is meeting with a large sale.

H. D. COREY has gone to St. Louis, in the interest of Stoddard, Lovering & Co.

MR. A. P. DUNN has retired from the firm of F. P. Edmans & Co., Troy, N. Y.

W. W. STALL has converted his back store into a riding school, and a very lively scene is enacted here each night. Novices are put through preliminary practice, and old riders amuse themselves with fancy riding and polo.

HEATH & Co., of Minneapolis, Minn., for the accommodation of St. Paul wheelmen, have established a branch in St. Paul for the sale of cycling goods. S. S. Wolcott, at No. 27 East Third street, has been appointed their agent.

W. W. STALL has issued an interesting catalogue of thirty-two pages. Friend Stall addresses his readers in the terse language for which he is famed, and tells them the whole story regarding his goods before he lets them go. He makes the following prize offers: A new model Light Roadster, full nickel finish, will be presented to the Star rider winning the one-hundred-mile race of the Boston Bicycle Club for 1885. Time limit, eight hours. Valuable split second timer, to Star rider who shall hold the one-hundred-mile road record of America, at the end of the season, provided it be within eight hours. Records made in one-hundred-mile race barred from this prize. An elegant gold medal suitably engraved, will be presented to the Star rider breaking the twenty-four hour record, and holding same at the end of present year.

### RACING NEWS

WASHINGTON will furnish a new man to the track the coming season, and it is thought he will make it warm for some of them at Springfield. He is young yet, being only seventeen years of age, but



he has made a half mile on the track in 1.27, and five miles in 15.35. Look out for him.

MINNEAPOLIS, 23 April. — Fully 2,000 people assembled at the Washington rink to witness the five-mile bicycle race between Charles Frazier, of Smithville, N. J., and Grant Bell, of this city. Both men were in excellent condition. At 9.10 the start was made, but Bell, after going a short distance, fell from his machine. Frazier, with great generosity, refused to take advantage of this, but dismounted and returned to the starting place. When the word was given Frazier jumped ahead, and for the first three laps he held the lead. It soon became evident that the Star racer, which he rode, was not suitable for rink use, as the rubber tire was much too small to enable him to turn corners closely. This, of course, placed him at a disadvantage, but by spurring down the side he managed to keep well up with his opponent. On the sixteenth lap the tire came off Frazier's wheel, which caused a fall. Jumping up quickly, he mounted another machine, but Bell had by this time gained a full lap. From this point on the race was most interesting, as the men were close together. Both would spurt on the side. On the thirty-fifth lap, Frazier, by a magnificent burst of speed, passed his opponent, and for the next three laps the race was a close one. Frazier, however, could not hope to make up the lap, and Bell won the race in 17.14. The *Daily Journal* says: "Throughout the race Frazier showed a great desire for fair play. On several occasions he unintentionally fouled Bell on the corners, but on such occasions he permitted Bell to pass him on the side. Mr. Frazier has made himself exceedingly popular in Minneapolis, and he is sure of a pleasant reception should he ever come here again."

PITTSBURG, PA., 25 April. — Annual games of the Keystone Athletic Club. Half-mile bicycle race for boys — R. C. Porter (1); F. W. Albree (2). Two-mile race — J. W. Pears (1), 12.28; E. S. Stiffel (2).

NEW YORK, 25 April. — Games of the Manhattan Athletic Club. Two-mile handicap — first heat, A. B. Rich, scratch (1), 8.59 $\frac{3}{4}$ ; P. M. Harris, scratch (2); C. P. Jones, 75 yards (3). Second heat, H. S. Cavanagh, scratch (1), 8.40 $\frac{3}{4}$ ; S. E. Gage, 60 yards (2). Final, H. S. Cavanagh (1), 8.43 $\frac{1}{2}$ ; A. B. Rich (2); S. E. Gage (3).

WITHIN sixty days Chicago will have one of the finest bicycle tracks in the country. There is no longer any doubt about it. The boys have taken the matter into their own hands, and will guarantee a large portion of the necessary funds, while the balance will be provided by a number of firms interested in bicycling. The new track will be laid just inside the wall of the new Chicago base ball park. It will be eighteen feet wide on the stretches, twenty-five feet on the

turns, and but four laps to the mile. Not a known improvement in model tracks will be omitted in making it.

THE dates of New Haven Bicycle Club's tournament have been settled for 5 and 6 June, and the events decided upon are as follows: Friday, three-mile record, ten-minute class; one-mile open, one-mile handicap, two-mile without hands; one-mile three-tenths class, twenty-mile Pope cup. Saturday, one-mile State championship, five-mile record, half-mile boys' race, two-mile handicap, one-mile intercollegiate, one-mile club, twenty-five mile championship of the United States, half-mile consolation.

THE members of the Manchester Bicycle Club are making extensive preparations for their annual spring race meeting, which is to be held 30 May.

THE Harvard Bicycle Club last spring, at the suggestion of the faculty, held a series of invitation races, but some of the persons invited to compete did not prove acceptable to the faculty. This year the club has been advised to hold only college races, i. e., races open to the college men. At the last meeting of the club the whole matter was left in the hands of the directors and executive committee. It is understood, however, that if enough entries can be obtained the races will be held. Invitations have been sent to Brown and Yale. The former will send two representatives; the latter has not yet answered.

It is rumored that Leeming will bring over H. O. Duncan to Springfield this fall. The one-mile professional race for the championship of the world promises to be the racing event of the year. The contestants are expected to be Prince and Dolph, Americans; Howell, Wood and Lees, Englishmen; and Duncan, of Montpelier, France, a "Scotch Frenchman." The latter won the fifty-mile championship race at Leicester, England, 4 April. In the twenty-mile race the week before he and De Civry were beaten by Howell and Lees, who made a dead heat. At Wolverhampton, 8 April, Howell won the one-mile championship, closely pressed by Duncan and De Civry.

THE New Orleans Bicycle Club will give their first annual meeting at West End on 7 and 8 May. The following programme has been arranged. First day, 7 May — One hundred yards, slow race; six hundred yards, heats; mile race, the man coming closest to three minutes and fifty seconds to be winner; two-mile handicap. Second day, 8 May — Mile race for the State championship; ring tournament; quarter-mile heats; six hundred yards hands off. The event will conclude with a grand club drill by electric light. The club will offer some elegant medals as prizes, and have placed these and other arrangements in charge of a committee, composed of C. H. Genslinger, A. M. Hill, E. P. Baird, W. W. Crane and C. M. Fairchild.

THE arrangements for the Cambridge fifty-mile road race on Decoration Day are completed. The course will be as follows: From Harvard square, Cambridge, take North avenue to Day street; through Day street, College avenue, George street, and Main street to Medford square; thence Salem street to Malden, continuing on same street to Saugus; from Saugus follow the horse car track direct to the City Hall in Lynn; from Lynn take Essex street direct to the Essex House in Salem; from Salem proceed directly over bridge to Beverly; from Beverly take Cabot street, following the horse railroad track, and take the first right-hand turn beyond Kittredge's Crossing, which is the first double-track crossing, and proceed over this road about 1 $\frac{1}{2}$  miles until checker is met, which will be the 25-mile point. Return to be made over same course to Harvard square. Contestants will be checked at Medford square, Medford; Hotel Boscobel, Lynn; Essex House, Salem; at Beverly; and at the finish. At points where a question may arise as to which road to take, an arrow, painted orange and black, conspicuously posted, will indicate the right direction. Start will be made promptly at 8.30 A. M. Gold and silver medals will be awarded to the first and second bicycles finishing, and if a sufficient number of tricycle entries is received, a gold medal will be awarded the winner. Gold and silver medals will be given to the first two members of the Cambridge Bicycle Club finishing, without regard to their position in the open events. An entrance fee of \$1.00 will be charged, and entries, to be made in writing, will close with H. W. Hayes, 22 Shepard street, Cambridge, on Thursday, 28 May. Mr. W. W. Stall, of Boston, offers two special prizes, under the following conditions: If the winner of the race is a Star rider, he will receive a split second timer. If the winner rides a crank machine, and finishes in 3h. 30m., he will receive a Butcher cyclometer.

#### WHEEL CLUB DOINGS

At a meeting of the Massachusetts Club, held Tuesday evening, it was voted to remain with the League, and League dues will be paid from the treasury.

THE Cheyenne Club entertained the Laramie Club at a hop and banquet, 1 May. We were invited, but could not get there.

MOLINE (ILL.) CLUB. — Organized 25 April. Officers: President, F. G. Allen, vice-president; W. E. McCrea; secretary and treasurer, E. H. Sleight; captain, George Dunn; lieutenant, J. D. Cady. The club starts with eleven members.

THE Capital Club will go to Norfolk on Decoration Day.

THE Cincinnati Bicycle Club held a "smoke," 2 May.

THE secretary of the Toronto Club has furnished the following interesting particulars: Total number of members, 162, of which 71 were elected in 1884; 12 members only have been lost, one by death, one resigned, and 10 for non-payment of fees; number of club runs in 1884, 22; parades and drills, 30; total mileage at runs, 403; average per run, 22 $\frac{1}{2}$  miles; greatest distance covered in one run, 140 miles, from Ottawa to Toronto. The total number of prizes won in 1884 was 49; of which 28 were firsts, 20 seconds, and 1 third.

YELLOW SPRINGS (OHIO) CLUB. — Organized 13 April. Officers: Dr. J. M. Harris, president; J. Baker Rice, vice-president; Prof. G. R. Hammond, secretary; Will E. Carr, treasurer; Will G. Rice, captain; D. C. Duncan, bugler; Guy Humphrey, color bearer.

THE "Ideal Bicycle Club" has been formed in Philadelphia. Its members are boys, whose ages range from eight to fourteen years.

MILLE EMMA NEVADA visited the house of the Massachusetts Bicycle Club Friday afternoon, in company with her private secretary and several ladies. The prima donna enjoyed a ride around the wheel-room on a sociable tricycle, and expressed a wish that she was in a position to become a tricyclist.

EAST BOSTON, 29 April. — The Maverick Wheel Club and the Maverick Rifles (Company L, 1st regiment) of East Boston, united in giving a very pleasing entertainment at the Paris rink. The rink was crowded. The Star Bicycle Club, of Lynn, began the exercise with a club drill, in which a series of very difficult evolutions were accomplished with a precision and grace that evoked generous applause. Little Millie Smith followed in a pretty exhibition on tiny wheels and, the audience demanding her reappearance, she supplemented her skating act with some very clever dancing. Master Frank E. Fowler demonstrated how easily the most difficult tricks could be accomplished on the steel steed. An exhibition game of polo was introduced between teams selected from the Maverick Rifles and the Chelsea Rifles. East Boston Company won three goals to their opponents' one. Ralph A. Hahan and Andrew Rollins, both members of the Maverick Wheel Club, contested a one-mile race on kangaroo bicycles for a gold medal. Hahn won in about four minutes. An exhibition of polo as played on bicycles, by two members of the Star Club, and dancing, brought the entertainment to a close. Capt. Frank H. Brewster, of the Maverick Wheel Club, had charge of the programme, and success rewarded his efforts. The Chelsea Rifles and the visiting wheelmen were royally entertained by the Maverick Wheel Club and the Maverick Rifles at the Webster House during the evening. The wheel club is to utilize its portion of the receipts in refitting and enlarging their new quarters in Ritchie block, Maverick square.

CAPT. HARRISON, of the Boston Club, has issued the following call for the first tally-ho and bicycle run of the season: The first tally-ho club run of the season will take place 29 May, starting from the clubhouse at 4 P. M., assembling at Hotel Wellesley, and returning Saturday, 30 May, *ad libitum*. Places on the tally-ho coach may be secured in advance, of R. J. Tombs. As an effort will be made on this occasion to secure a satisfactory photograph of a typical Boston Club run, and as there will be no other tally-ho runs until autumn, it is expected that a large representation, both associate and active, will be present.

THE Albany (N. Y.) Club laughed over a minstrel show, Wednesday evening.

THE Massachusetts Club received lady friends in camera last week.

#### CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WESTON, *Chief Consul*, SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 31 Chestnut street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange, Cleveland.

Ohio. — Alfred Ely, 873 Prospect street, Philadelphia.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — R. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Henry Smith, 79 Chapel street, Albany, N. Y.; W. M. Harris, Opuchee, Houghton County, Mich.; O. Smith, Princeton, Bureau County, Ill.; C. C. Tuckersbury, 170 Newbury street, Portland, Me.; W. R. Pitcher, 160 Newbury street, Portland, Me.; C. H. Genslinger, 116 Gravier street, New Orleans, La.; J. S. Ross, Coe Building, Nashville, Tenn.; H. G. Miller, 34 George street, Meriden, Conn.; Miss C. L. Freeman, 325 Chestnut street, St. Louis, Mo.; J. O. Hunicker, 414 North Broadway, St. Louis, Mo.

APPOINTMENTS. — Consul for Delaware, Ohio, Dr. L. J. Mitchell; consul for New Orleans, La., G. McD. Nathan, 173 Common street.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal, N. B. — Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

C. E. PINKERTON. — Thanks for your kind favor.

C. H. POTTER. — Must deny ourselves the pleasure.

I. R. ADRIANCE. — Thanks. We hope to continue in the lead.

B. B. AYERS. — You have done well and will reap your reward.

RIDER. — The machine is not too heavy for you. A man of your weight should avoid light machines.

X. G. — The largest size machine, which should be ridden in a race is one on which the rider may raise himself clear from the saddle with pedals at the lowest point. The smallest one should allow the leg to be just straightened, with toe level with heel.

F. S. — The racing board does not take road records into account.

TOURIST. — We are told that the road between Buffalo and Niagara is very bad. Sand at one end and clay at the other. Be it wet or dry, one end must be bad.

H. G. — See Atkins' road book.

TRI. RIDER. — Get a Cripple or a Ranelagh Club.

E. M. AARON. — Thanks for confidence. We have the matter in hand.

#### FIXTURES

18 and 19 May: Annual business meeting of the American Division of the Cyclists' Touring Club at Cleveland, Ohio.

23 May: Races by Ramblers Club, of St. Louis, Mo.

27 and 28 May: Tournament of Louisville (Ky.) Wheel Club.

29 and 30 May: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

30 May: Illinois State Division L. A. W. meet and tournament at Chicago.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley.

Road race of Buffalo (N. Y.) Ramblers.

IXION road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

Annual meet of the L. E. C. W. at Beverly.

Races of Williamsburg Athletic Club at Brooklyn, N. Y.

Races at Manchester, N. H.

Races at Providence, R. I.

Run of Portland Club to Boston.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

18 June: Races of Trojan Wheelmen, Troy, N. Y.

20 June: Races by K. C. W. at Brooklyn, N. Y.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.



13 August:  
Tournament of B. C. W. at Pittsfield, Mass.  
27 and 28 August:  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.  
1 and 2 September:  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.  
8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**\$142 FOR \$100.**—A 48-inch Harvard, full-nickelled, has never been ridden; 52 and 50 inch Ruckers, hollow rims and ball pedals, \$50 each, cost nearly double, tandem bar for same, with springs, \$20; 52-inch Harvard, all bright, A 1 order, \$80. L. H. JOHNSON, East Orange, N. J.

**BICYCLES BARGAINS.**—A new lot 48-inch English, \$25; 46-inch Standard Columbia, \$30; 48-inch Standard Columbia, \$35; 48-inch Standard Columbia, ball bearings, \$50; 50-inch Standard Columbia, ball bearings, \$55; 52-inch Standard Columbia, ball bearings, \$60; 52-inch Standard Columbia, ball bearings, \$65; newly painted; 50-inch Expert, \$80; 52-inch Expert, \$85; 54-inch Expert, ball pedals, \$95; 54-inch Stanley, \$80; 52-inch full-nickelled British Challenge, \$85; 48-inch full-nickelled Star, \$110; 51-inch Star, \$60. No price list. Machines not sold on instalment. Call and examine our large stock. R. J. BUTMAN & CO. Specialty in second-hand.

**FOR SALE.**—54-inch Harvard Roadster, painted black throughout, gold striped, rubber hand es, and long handle bar, "long distance saddle," in thorough condition, has always been used high ly, ball bearings to both wheels; price \$90; a bargain; can be seen at Boston Bicycle Club, 87 Boylston street, care J. G. DALTON.

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OF THE

## SPRINGFIELD BICYCLE CLUB,

ON

HAMPDEN PARK,

SPRINGFIELD, Mass., May 30th, 1885.

### PROGRAMME.

- 3 Miles. Handicap.
- 1 " Safety; wheels not over 40 in.
- 2 " Novice.
- 1 " 3.10 Class.
- 5 " Open.
- 1 " Exhibition. Geo. M. Hendee.
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Entrance fee 50 cts. each event, returnable to all starters.

Races under the rules of the L. A. W.

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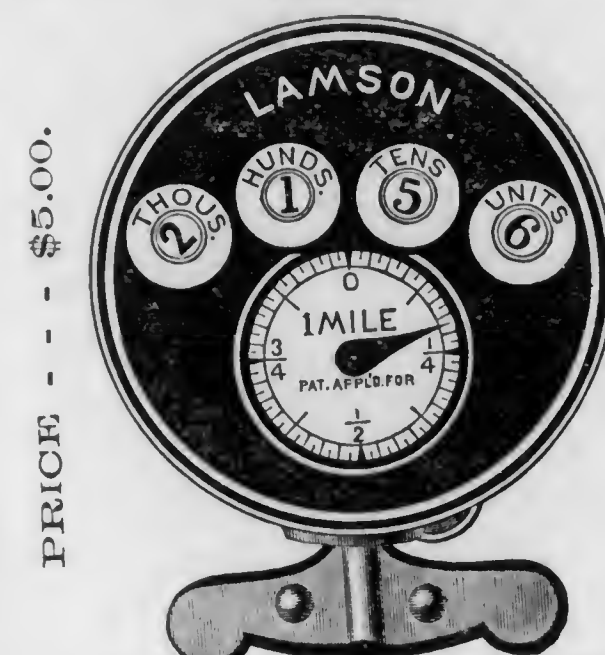
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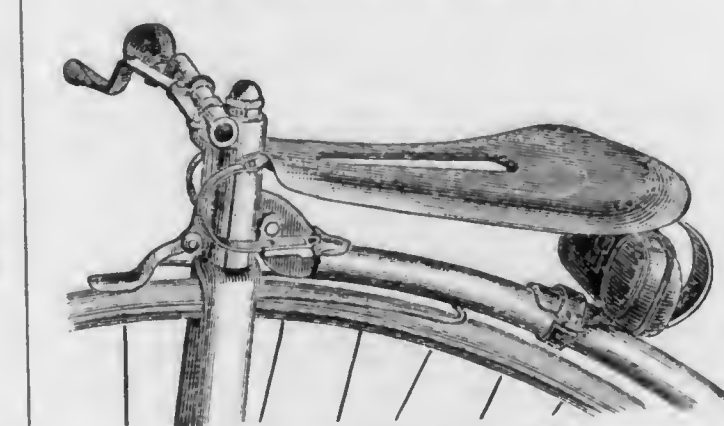
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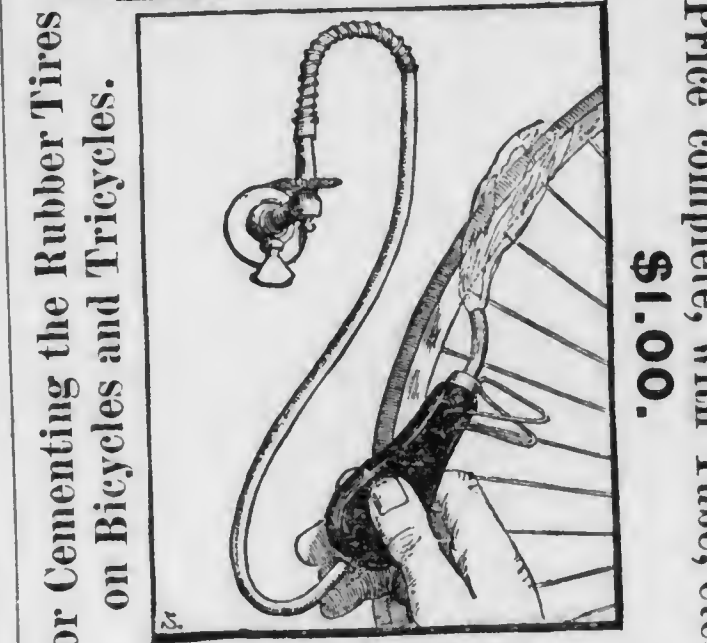
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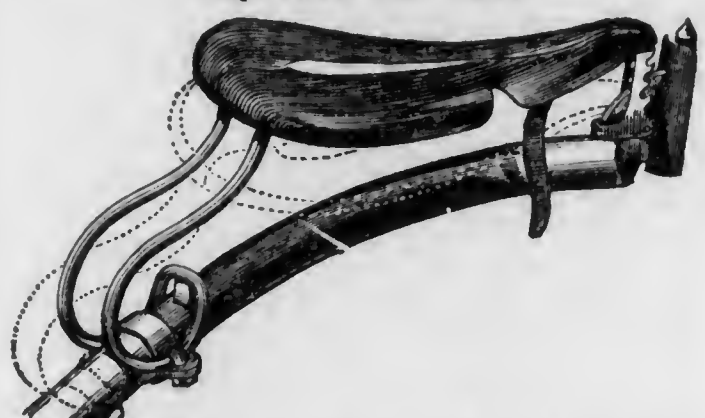
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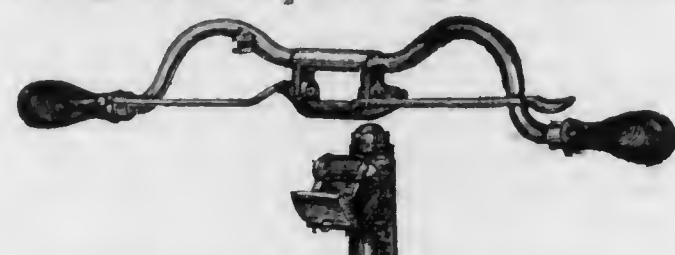
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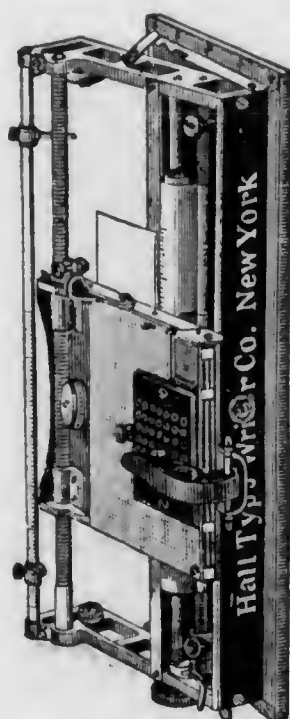


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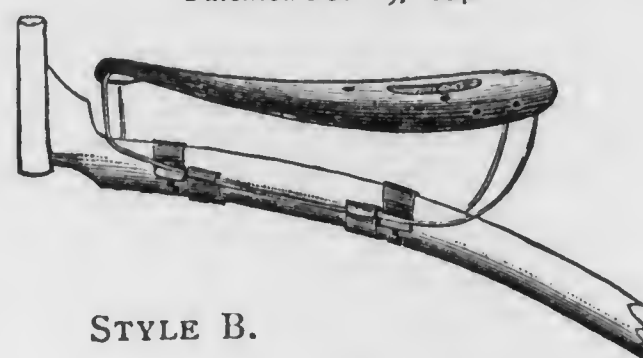
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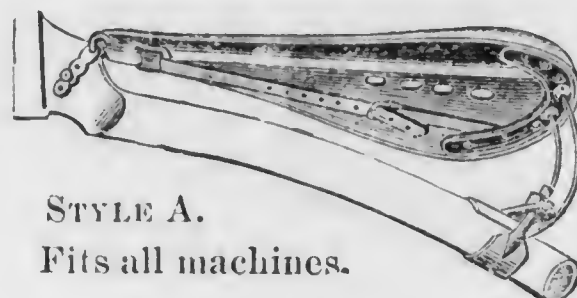
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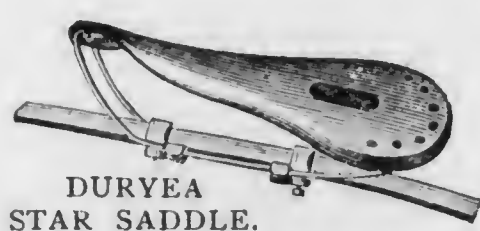


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CRICKET.  
Every Part Detachable.

Top easily removed and new one can be put on without trouble. Springs can be taken out and others of any sized wire, of any length, bend or shape, can be made and inserted in a few minutes by rider himself. Front spring drops from perineum, and takes up sag of leather produced by yielding of rear springs. For crank and Star.

L. S. COPPER,  
CLEVELAND - - - OHIO.

## FOURTEENTH EDITION.

The fifth year of my agency for the Columbia bicycles is drawing to a close, and I wish to renew my contract with you for 1885. I have been much pleased with your mode of doing business, and it is with extreme satisfaction that I call your attention to the fact that in not a single instance have I been called upon to replace a part defective in material or workmanship.

I have never received a wheel from you that was not exactly up to specifications, and my customers always know, when they place their order for a bicycle or tricycle, that they will get just what they order, and often find improvements that were not anticipated when the order was given.

I have been able to do nearly all the repairing that has been necessary on the "Columbias" in use here. Very few come to repairs, and those mostly in the hands of beginners. Duplicate parts have always been received promptly, and invariably fit perfectly.

I have ridden three of your machines myself since I became a rider in 1879. The last wheel I bought for my own use

was a full-nickelled "Expert," which I have used constantly for three years on all kinds of roads, at home and abroad. Have ridden it over two thousand miles this season. It looks like a new machine to-day, and is as rigid and runs as well as on the day on which I took it from the crate. Your nickelling and enamelling I know to be superior to that on any other machine I have ever seen.

The "Columbias" are the most beautiful wheels that run on our roads, and from the first have been the favorite mount in this locality. In fact, few riders here will have any other.

I have just put one of your Swing Springs into use, and cannot see anything that it leaves to be desired.

I have written at greater length than I intended; but when I get started in singing the praises of the "Columbia" machines, I never know where to stop. However, I have not said one half as much as you and your work merit.

Yours truly,  
C. W. EDGERTON,  
Captain, Fort Wayne Bicycle Club.  
Nov. 29, 1884.

In recommending the "Expert Columbia" bicycle, I would say that during my nine years' experience, in which time I have tried most of the best makes, I never had one give me more satisfaction than the "Expert" of 1883 make. It is the best road machine that I ever mounted, and I also used it in some races which I won.

JAMES M. HARPER.  
ROCHESTER, N. Y., Jan. 5, 1885.

I have, during the past season, from May 9 to Nov. 18, inclusive, ridden one of your "Expert Columbia" bicycles a distance of 3,120 miles, putting my machine to many severe tests over some of the rough roads in which the locality abounds. I have not expended ANYTHING for repairs. My wheel is perfectly rigid, and bearings in fine condition. In brief, my bicycle has been a source of satisfaction, and I believe the best practical roadster on the market is the "Expert."

Yours truly,  
D. EDGAR HUNTER.  
BEVERLY, MASS., Feb. 12, 1885.

Within the last three years I have been the owner of four bicycles and two tricycles. Two of these machines have been EXPERT COLUMBIA bicycles, and the other four machines of different English manufacture. I regard the machines of your make superior to any others that I have owned; and for honest, thorough workmanship, it is my opinion that the wheelman will make no mistake in securing as his mount one of your Columbias.

STEPHEN TERRY,  
Treasurer L. A. W.

HARTFORD, CT., April 28, 1885.

I have used my 58-inch "Expert" bicycle constantly during the past year, and can conscientiously say that it now runs easier and smoother than when purchased of you. Although two sizes larger than other makes that I have ridden, it is, nevertheless, much steadier, and I consider it far superior in all of its parts to any other machine now manufactured.

LLOYD MOULTRIE,  
Of Garden City Bicycle Club.  
SAN JOSE, CAL., Sept. 29, 1884.

Having ridden something over 3,000 miles last season on a 54-in. "Expert," over all kinds of roads, without the slightest breakage, I take great pleasure in recommending it to all wheelmen who want a mount in which strength and durability are combined with beauty.

The workmanship and finish of the "Expert" is, in my opinion, perfect. Yours very truly,  
S. H. SARGEANT.  
NEWARK, N. J., Feb. 21, 1885.

I ride a 50-inch "Standard Columbia," and I find it a very strong and serviceable machine.

It is just the wheel for a beginner. It will stand more hard knocks than any other wheel of which I know.

Yours,  
JAMES K. LEWIS.  
HONEY BROOK, PA., Jan. 1, 1885.

I have owned and ridden in the last two years two bicycles: first, a 50-inch "Standard," then a 52-inch "Standard," and have been highly pleased with both. As for the "Expert," I think it the finest and best-made machine I ever saw.

Very respectfully,  
J. A. GLEASON.  
TIPTON, IND., Jan. 3, 1885.

I purchased a 50-inch "Standard Columbia" bicycle in the spring of 1882, and soon conquered the unruly animal. After using it a year I sold it at a good

price, and bought a 52-inch machine of the same make. This bicycle has given the best satisfaction in every way, having been driven over all kinds of roads, in all sorts of weather. I have found it equal to all demands upon it, and after using it two seasons consider it practically as good as new.

The only objection I have to it is that it will rust, as any ordinary machine will. This necessitates frequent polishing, or rubbing, and much care to keep it bright. Labor thus bestowed is not, however, an unmixed evil, by any means, and in the higher-priced machines is obviated by nickel or enamel.

Last summer, accompanied by two other pedalists, I made a trip (by steamer) to Annapolis, N. S., and thence by wheel up the country. We met with mud, rain, rocks and sands, but found our Pope machines equal to all descriptions of road, and had a very enjoyable trip.

A. F. STETSON.  
BANGOR, ME., Dec. 9, 1884.



**EXPERT COLUMBIA BICYCLE.**  
FOURTH SEASON.

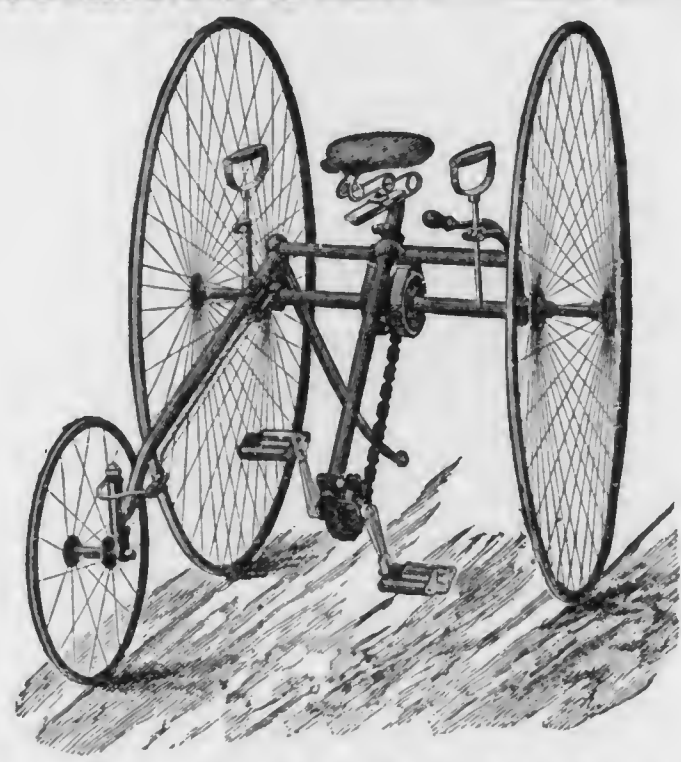
**STANDARD COLUMBIA BICYCLE.**  
EIGHTH SEASON.

**COLUMBIA THREE-TRACK TRICYCLE.**  
THIRD SEASON.



**COLUMBIA  
LIGHT \* ROADSTER.**  
FIRST SEASON.

SEASON OF 1885



**COLUMBIA  
Two-Track \* Tricycle.**  
FIRST SEASON.



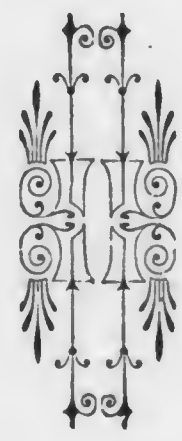
I have ridden one "Expert Columbia" over 3,500 miles on country roads, and have never had any repairs of any description whatever to make upon it. With its standard of rake, and your vibrating suspension saddle, I consider it *unequaled for safety and long-distance riding.*

It is always in perfect order, if properly cared for, like any piece of machinery. From the practical results, which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that you may justly claim that the "Columbia" *has not its equal in quality of material and finish*; all of which is shown in the tabulated results in your possession. I am, very respectfully,

F. J. DRAKE,

*Lieut. and U. S. Inspector of Material.*

Boston, Mass., Nov. 17, 1884.



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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

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5 cents a copy.

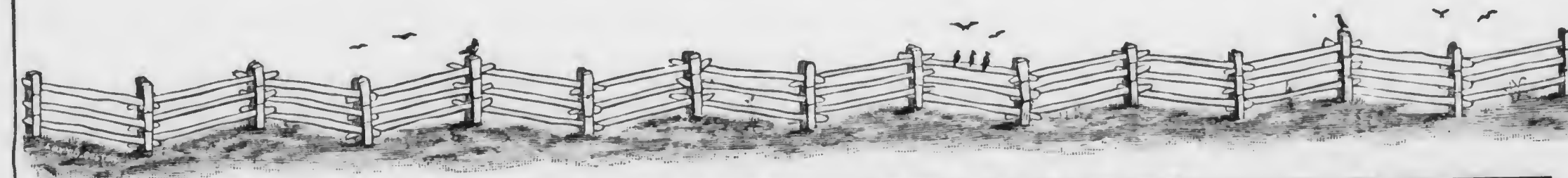
BOSTON, 15 MAY, 1885

Volume XI.  
Number 2.

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If you can pull them out

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## THE YALE BICYCLE

weighs less than many bicycles which are advertised as "Light" Roadsters, but it is nevertheless a

## FULL ROADSTER BICYCLE,

having a one-inch tire on the front wheel and three quarters on the rear. The bearings are balls all round, the front bearings being triple. The tangent spokes *are not* brazed where they cross each other, and in this and many other respects the Yale will be found the superior of the many imitations which have sprung up since we placed the great original on this market in 1880. Send stamp for Illustrated Catalogue.

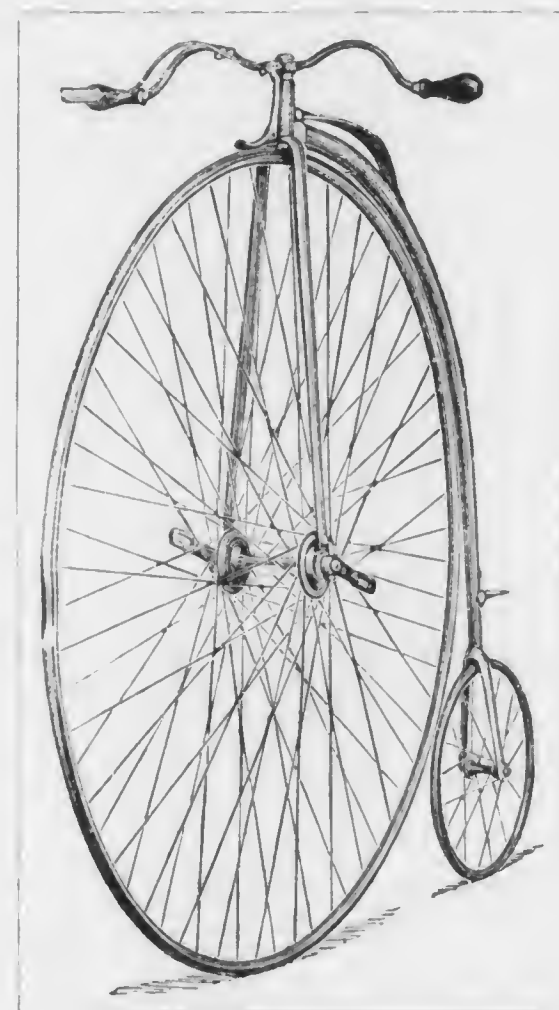
## THE CUNNINGHAM COMPANY

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A Light Roadster of the Highest Grade.



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\* CYCLES \*

## SPECIFICATION.

BEARINGS — Front, new single adjustable ball.

" Back, solid steel adjustable ball.

FORK — Front, new elliptic, hollow.

" Back, half hollow.

BACKBONE — Oval steel.

HUBS — New pattern steel flanges.

SPOKES — New pattern steel tangent spokes (or direct).

FELLOES — Steel, hollow.

TIRES —  $\frac{3}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.

HANDLE-BAR — Steel, hollow, cowhorn.

HANDLES — Vulcanite, large.

SPRING — Low, sliding.

SADDLE — Long-distance "Eclipse."

PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).

BACK WHEEL —  $17\frac{1}{2}$  inch.

FINISH — All bright parts plated, the remainder enamelled.

PRICE, 50-INCH - - - - - \$140.00.

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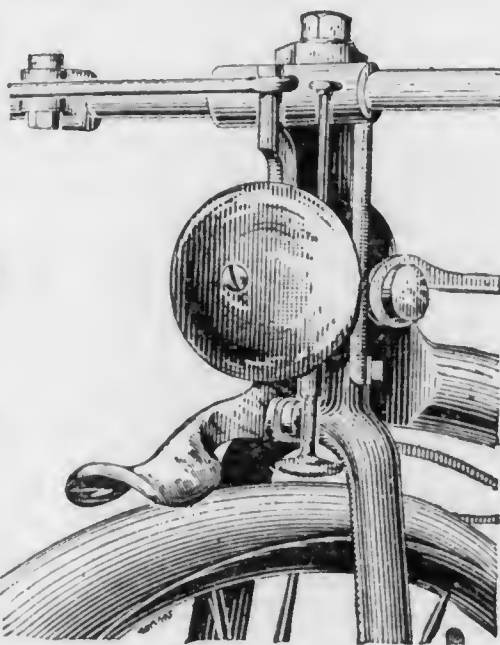
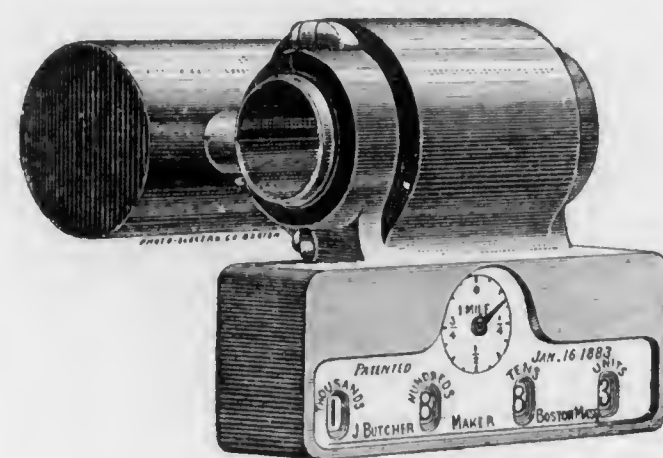
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I would advise everybody to use one, as there is a deal of satisfaction in knowing and seeing while riding, just how far you have been, or to calculate the distance between places, without the necessity of a dismount. It is absolutely correct, and does not rattle.

I would not sell mine for twice the price of a new one, if I could not get another. Very truly yours, A. F. GREENLEAF.

AMESBURY, MASS, Feb. 3, 1885.

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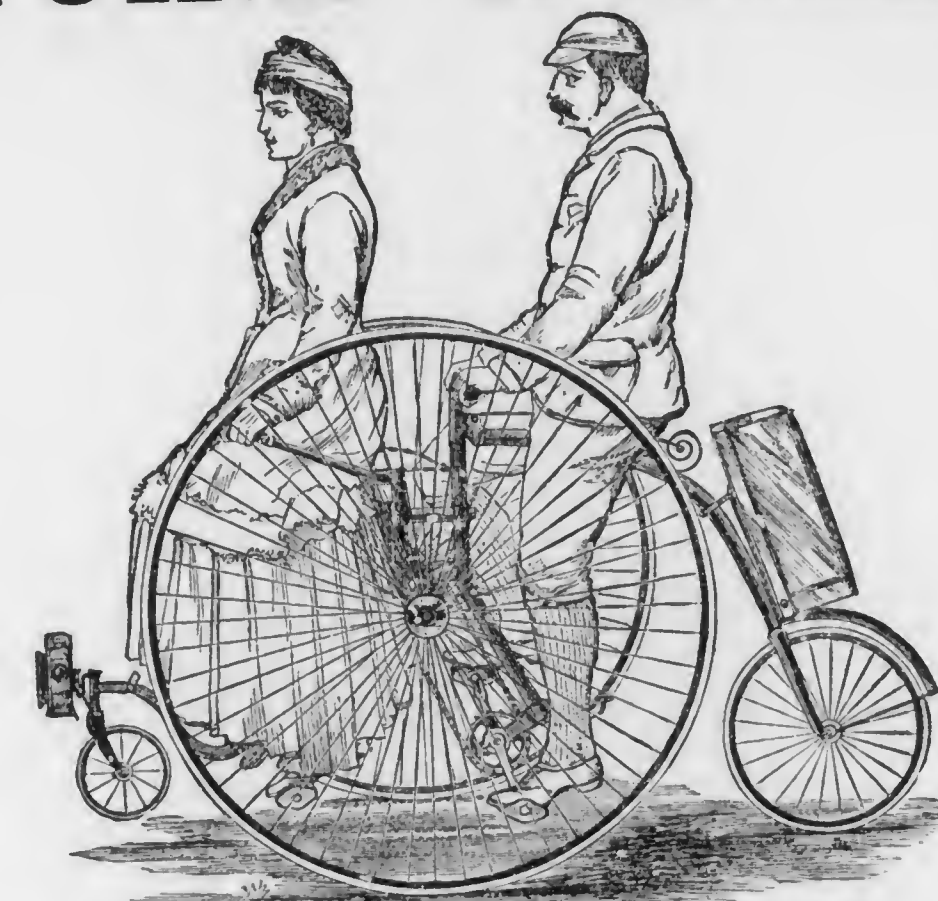
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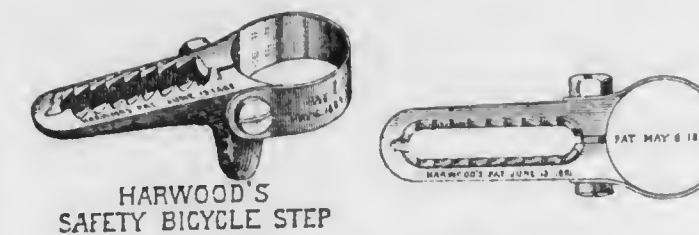
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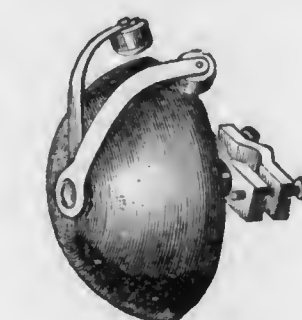
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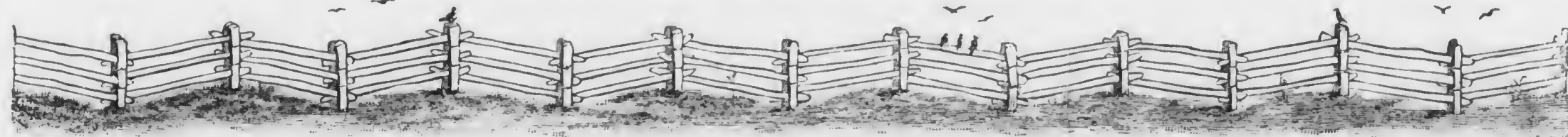
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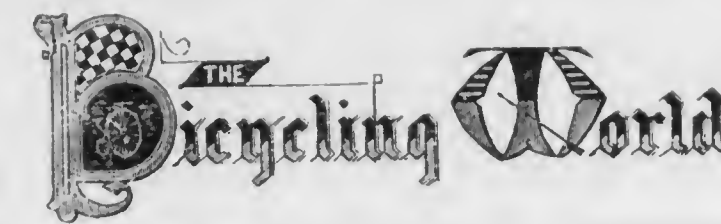
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 15 MAY, 1885.

### NORTH CAROLINA CASE.

THE North Carolina case should demand the earnest attention of wheelmen in general, and the League in particular. It is another one of the many cases before which the national organization has laid quietly down and confessed itself able to do nothing. If the League can do nothing in an emergency of this kind, it should take in its sign and no longer profess to protect wheelmen in their rights. We are willing to give credit to the League for all that it has done, and it has done much; but we are surprised that those who direct the government of the institution cannot find a way to bear down upon those who invade our rights, and inflict upon us such outrages as the case in point. The Legislature has passed a law allowing the turnpike company to say what style of vehicle shall be allowed on their roads, and the composition of the directors of the company is

such that this is known to be a direct blow at the bicycle. The best legal talent of the State has given an opinion that the law is unconstitutional, and a test case is only necessary to carry the matter into court and prove this. But the wheelmen of North Carolina are few in number, and not rich in pocket, and they cannot fight the case. It has been their proud boast for many years that they were backed up and protected in their rights by a large, rich and influential organization of 5,000 wheelmen, but when they call upon this organization they get no response.

If the League can do nothing in cases of this kind, it will have a hard task to justify its existence. We are in want of a Moses to show us out of the wilderness. Who will lead the way?

If the League cannot find a field for its action in protecting the rights of wheelmen in the small states and the outlying districts, where shall it work? We do not need it in Massachusetts, for we have all our rights, and if they are at any time invaded we can handle the matter ourselves; New York does not need it, for with the New York, Citizens and Ixion clubs they have a strong working force. Pennsylvania can take care of itself, and Ohio has demonstrated her ability to protect herself in a case very similar to that of North Carolina. It is in the outlying sections where the wheelmen are few, and where the people have not waked up to new ideas, that the League should do its work. From such places as those has come the cry for help, and so far the only answer has been the echo of the calling.

It is no answer to the above, to say that it is a "kick against the League." We are willing to give the League credit for all that it has done, and it has done much; but we do not propose to claim for it any credit for protecting the rights of wheelmen, when its only action is sending a circular to State officers, or a protest to the legislature. The committee on Rights and Privileges, should point the way to better and more effective work than has yet been attempted or accomplished in the direction indicated.

Now can we see why competing for money should prohibit a man from becoming a League member. The League, or a portion of it, viz., its Racing Board,

can continue to legislate for the racing fraternity, by separating the amateur sheep from the professional goats in all contests under League auspices, or rules that will not interfere with Dr. Blackham, or the editor of the *Official Gazette*, or in fact, with three fourths of the members of the L. A. W. But let some other penalty than the forfeiture of League membership be devised for unruly amateurs. Let them be professionals, and be confined to professional races; but do not exclude them from the real, bona fide benefits of the League. — *Editor Official Gazette.*

The above, from the editor of the *Official Gazette*, was unexpected and unlooked for. The proposition to admit professionals to the League is receiving advocates on all sides, and, if we read cycling opinion aright, the measure will be carried through at Buffalo.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Amateur v. Professionals.

*Editor Bicycling World:*—The time seems to be ripe in America for throwing down the boundaries between the amateur and the professional. The arbitrary line between the two classes is a farce. If it is not a farce why does it not exist in cricket? In that sport the amateur and the professional play together, and there is no loss of status. Why should there be a difference between the two? I for one don't know, unless it is that they think it is more aristocratic to run for cups or medals and the true love of the sport than to honestly avow that they receive any benefit in the shape of money. Now, sir, taking the amateurs; how many are there who would not like to exchange their trophies for money? And how many do do so? In my little experience I could name a few, and as such is the case, why should the difference be made? I think if rules could be made to combine the two, it would further the interests of true sport. For instance, at amateur meetings, if a check could be given with the plate, would it not, in many instances, keep the said plate out of the hands of *mine uncle*, the pawnbroker, and do the winners good in many ways, if only to pay their expenses? I know a case of an amateur, who would have run many more times last season if he could have spared the cash; for although he won many valuable prizes, he was short of money; of course, this is only one case out of many I could name; but if he had had an influential friend, or, in plain English, a betting-man to follow him at race meetings, perhaps he would have



fares better, and would not have required a money prize with his plate.

A. M. A. TEUR.

#### Direction v. Danger.

*Editor Bicycling World:*—In your last issue, you "plump" in favor of direction boards, in preference to danger signs. I think you take an erroneous position for, of the two, the danger boards are of more importance to the travelling cyclist than a direction sign, which, at best, is but a mere convenience. It is very seldom that he would be so far removed from the habitations of man that he could not inquire his way, but he will frequently come upon a steep declivity, where a warning might, perhaps, save him from disaster. A sign that will save the neck of one wheelman is of more value than a hundred boards that simply render it unnecessary to inquire his way of a resident or a passer-by. I do not wish to depreciate the value of direction boards, but why should we not have both?

X. Y. Z.

#### Is It Perfect?

*Editor Bicycling World:*—In the issue of the official organ, L. A. W. of 9 April, appeared a leader commenting upon a letter "from a League member" (Mr. Bond) to President Beckwith, and to which leader I wish to take some exceptions. I may introduce my bill of exceptions by stating that I am a member of the L. A. W., that my fellow wheelmen have honored me with a position in the board of officers of that organization, and that having passed through the novitiate's period, I have a few scars and a surgeon's bill to show my initiation into the ranks of amateur wheelmen, as one who sees in the "spider wheel" health, pleasure and utility rather than a gatherer of trophies and shekels. As an amateur wheelman and a member of the L. A. W., I take great interest in the affairs of the League, and am always ready to lend my limited influence toward all things which tend to place the organization on a more permanent basis and increase its efficiency. In this I know that I represent the sentiment of Wyoming wheelmen in general, and the writer of the letter above referred to, in particular, as he happens to be a League member in my Territory and a fellow-officer in a local club, and one who, instead of being the fault-finding grumbler the isolated quotations from his letter would lead one to infer, is an enthusiastic wheelman and a loyal member of the L. A. W.,—unless loyalty means an utter blindness to its imperfections and opportunities for advancing the standard of the organization, and increasing its field of usefulness. If the latter be the case, you may inform the board of officers that there is a traitor in camp, for in this respect my opinion is in common with Mr. Bond's. With all due respect for the honesty of the contradiction by the editor of the official organ, the assertion made by Mr. Bond, that the majority

of the League members do not receive value in benefits from the L. A. W., is true. True, there are reduced express rates and free transportation for wheels, as the result of the League, through some of its officers; but the benefit in this is not distinctive, and accrues to a non-League member to just as great an extent as it does to me. Hence it is not an argument for my joining or retaining my membership in the League. True, there are League hotels which are a benefit to the minority of the membership of the League; the touring few, despite the fact that the majority of the membership is located in the Middle and Eastern States. And it is all the more an incidental advantage, because what has been said of transportation may be truthfully said in a more limited way of the hotels, i. e., the benefit accrues also to the non-League members in frequent cases, and hence, within limits only, is this hotel reduction a distinctive benefit to the member of the L. A. W.

With the two classes of benefits just enumerated, generally end, or to them may be generally reduced, all arguments for the League of American wheelmen—reasons for the organization of a society of 5,000 members and an annual expenditure of as many dollars. To me, however, there appears an advantage much more general and important, and one which is working out most of the good which the League is accomplishing in the advancement of the cardinal objects of its organization, now almost lost sight of, the promotion of the cause of cycling and the ascertaining the rights of wheelmen and protecting wheelmen in these rights. I refer to the fraternity which the League creates, the feeling of fellowship which welcomes and entertains, makes new converts through social relations, and sends out foreign missionaries into the far countries. The winged wheel is an "open sesame" to the hearts of countless good fellows, and something of a social guarantee as to the character and standing of the wearer. There may be more than this in baggage cars and hotels for some of the members of the L. A. W. in the larger Eastern cities; but it does not so appear to the candid and careful observer in the country, and particularly is this the case to the member in the West. The large clubs of the East are in the position of the fellow who had the bovine by the horns, and of course, are content; but the "member from the West" is in the hapless condition of the chap who had hold of the animal's tail, and is being switched all over the pasture. He may shout his "whoa!" but no attention is given to his cry. He doesn't think it good policy to let go, and yet he cannot find any fun in holding on. Certainly the Eastern membership represents the majority of the League; but an organization which assumes to be national should be so in fact. On the theory that "might is right," perhaps it may be proper to say, "We have a League hotel here in Philadelphia, and you fel-

lows from Wyoming, it is your own fault if you do not come here and take advantage of the L. A. W. The Pennsylvania Railroad will carry your wheel without extra charge, and it is your own fault if you do not ride on it and take advantage of your League membership; but, as a matter of good policy, viewed as to its ultimate results, ought not the League of American Wheelmen to offer some inducement to American wheelmen in general for sustaining the organization by membership and support?

The objects of the League, as set forth in its constitution, are broad and thoroughly good. "(1) To promote the general interests of bicycling; (2) to ascertain, defend and protect the rights of wheelmen; (3) to encourage and facilitate touring."

In the first division of this declaration of principles, the L. A. W. can take credit for nothing accomplished as an organization. Some State divisions, a few local clubs and enthusiastic individual members, have accomplished all that has been done in this direction, and these being contributors to the League treasury, the credit for the work is claimed by the L. A. W., which has devoted neither time nor money to the work, except by a concession of one half dues to the divisions. "What is yours is mine; what is mine is my own."

In the second division of the platform the League has signally failed; and now, as a matter of fact, this portion of the proclaimed duties of the League is utterly overlooked in the management of the affairs of the organization.

In the third and last division of the article only, has any creditable success been accomplished, and this is owing less to the organization as such, than to the personal efforts of one or two enthusiastic devotees of the wheel.

The foundation upon which the L. A. W. is based is broad and deep and firm enough, but the superstructure is sadly out of repair. The walls are shaky and the roof is caving in. It will do for sunny days when we do not need it; but when the storms come it offers us no protection. And now, because Mr. Bond and many others are in favor of putting the structure in good order so as to make it of general use, he is, and they are, accused of a lack of enthusiasm, and, by inference, a lack of intelligence; and he, as an officer of the League (which official position he never has held, and does not now hold), of a neglect of official duties, a childish "you're another" sort of argument. The point in issue is simply, "Is it perfect?" If it is not, then it is capable of being made more nearly so, and this improvement is what the "kickers" are striving for; and in view of the facts, every member of the League who has its interests in view must in some degree be arrayed on the side of the "kickers."

FRANK H. CLARK.

C. C. for Wyoming.

Cheyenne, Wyoming, 30 April, 1885.

#### Niagara to Buffalo.

*Editor Bicycling World:*—Your paper of yesterday gave a wrong answer to "Tourist," in saying (p. 17): "We are told that the road between Buffalo and Niagara is very bad—sand at one end and clay at the other." If you had turned to your issue of 3 June, 1881, you would have found a long report of mine, which says: "Mounting at the canal bridge on the outskirts of Niagara, I went south with-out stop for sixteen and a half miles in two and a half hours, having the wind against me all the way, and being slightly sprinkled with rain during the last half hour. Most of the road is of very hard clay, which was rather rough; and beyond Tonawanda (where the bridge almost caused a dismount) there is a long, but not very steep hill, which is the only grade of importance between Niagara and Buffalo. If, instead of taking the sidewalk after crossing the canal bridge at Black Rock, I had stuck to the highway for a few rods until I reached Forrest street, the first turn to the left, I might have gone clear through to the City Hall in Buffalo, twenty miles, without leaving the saddle." The distance which I did make was the longest "stay" on my record, up to that date. Under favorable conditions, I think that the road between these two points may supply extremely smooth wheeling.

A letter reached me this morning from a non-wheeling subscriber of my acquaintance, who assured me, last year, that, when he took a pedestrian tour from Glasgow to London, in the summer of 1883, he did not meet a dozen bicyclers in the whole distance; and that he saw less than a half dozen, during a fortnight's stay in London. As the gentleman's veracity is not to be questioned, his testimony seemed very surprising to me. His present letter tells such a different story that I am tempted to quote a paragraph for you, thus: "While in Norway, last summer, we saw bicycles frequently; more seldom in Sweden, and only once or twice in Russia. But when we came back to England, it seemed as though nearly every one could ride. On a carriage-trip, one Sunday, from Leamington to Stratford-on-Avon (say eighteen miles), we met forty-seven bicycles and tricycles, by actual count. The latter seemed more social and more popular, and several couples were amicably riding together."

I shall be glad to have you announce that during the last half of this month, I may be addressed at West Springfield, Mass. I am going up there partly in the hope of gaining new vigor by a brief taste of fresh country air, and partly in the hope of hastening the pace of my printers by personally applying the verbal lash to them. The total subscription enrolment for "X. M. Miles on a Bi," this noon, is 2,814.

KARL KRON.

WASHINGTON SQUARE, N. Y., 9 May, 1885.

[Our remarks regarding the road from Buffalo to Niagara were based on state-

ments made by Buffalo cyclists, and on the statements made in the following letter.—ED.]

*Editor Bicycling World:*—As one of a party of eight members of the Randolph Bicycle Club who took a trip of three hundred and fifty miles through Western New York, last summer, I can say that Buffalo affords splendid facilities for the League Meet, and all who attend will receive a most cordial welcome. But if any wheelman has already begun to indulge in a dreamy reverie of a "run along the banks of the beautiful Niagara to the mighty cataract," as suggested by Mr. Bull of Buffalo, in your issue of 6 February, he should rouse himself at once. A more unridable, humpy, lumpy, stony, measly road than the one to Niagara Falls from Buffalo, along "the banks of the beautiful Niagara," via Tonawanda, was never seen, even in the troubled nightmare of the wheelman whose last header was still made visible to all by streaks of court plaster.

Don't you ever try that road with a bicycle. Take the cars, take a horse, an ox team, a stoneboat, go afoot and cross-lots, swim down the river, and any one of them will be bliss unalloyed, compared with riding it.

A run to Aurora and a visit to the great stock farms would be far preferable, for the road is magnificent and the scenery along the Cazenovia is very charming. Then if you wish to see Niagara, take the cars. It is a good plan to carry your wheel with you to Niagara, however, for by so doing you are independent of the hackmen.

W. W. CANFIELD,

Capt. Randolph Bi. Club.

RANDOLPH, N. Y., 9 February, 1885.

#### The Cyclists Touring Club in America.

(Special for THE BICYCLING WORLD, by "Faed.")

THE C. T. C. IN ENGLAND, IRELAND, AND SCOTLAND.—FOREIGN MEMBERS.—FRANCE AND OTHER EUROPEAN COUNTRIES.—AMERICAN VISITORS TO EUROPE.—THE AMERICAN DIVISION APART FROM EUROPEAN TOURING.—ADVANTAGES ENJOYED BY AMERICAN MEMBERS.—THE GAZETTE.—THE UNIFORM.—SENTIMENTALISM VERSUS PRACTICAL VALUE.—FIVE HUNDRED HALF CROWNS REMITTED TO LONDON.—WHAT THE C. T. C. MIGHT BECOME IN AMERICA.—RAISE THE SUBSCRIPTION AND KEEP HALF OF IT FOR AMERICAN PURPOSES.—SELF-GOVERNMENT.—MR. HENRY STURMEY'S VIEWS.—WHAT MR. SHIPTON THINKS.—MR. LACY HILLIER'S IDEAS.—THE C. T. C. WAITS FOR MR. WESTON TO MOVE IN THE MATTER.

The Cyclists' Touring Club, founded at Harrogate, in August, 1878, has achieved such wonderful things in the United Kingdom of Great Britain and Ireland, that it is highly desirable to further extend its usefulness abroad, and especially in the United States of America, and other portions of the American

continent where 'cycle touring is practicable.

The ways and means pursued by this mammoth club are so familiar as to need no recapitulation here, my object in the present paper being to point out defects and endeavor to suggest courses by which the success that has been attained in its mother country may be repeated by the C. T. C.'s, American division more particularly, possibly as a prelude to further developments in other countries foreign to the English.

From a skeleton statement of the club's organization, published in January, compiled and corrected to 31 December, 1884, it appears that the club possessed a total membership of 16,625, of whom 15,519 were resident in the United Kingdom, and 1,106 in foreign countries; America having the lion's share of the latter, as 534,—or nearly as many as all the other foreign countries put together,—subscriptions were Transatlantic.

As compared to the benefits derived by the home members, these 1,106 foreign members obtain but slight return for their subscriptions; and although the annual fee is but trifling in amount, there will sooner or later arise a time when the sentimental enthusiasm which now leads the foreigners to remit their half-crowns to London will wane, and except by the accession of new recruits, the foreign divisions will probably drop out of existence. Already, indeed, the large division in America is threatened with dissemination, and practical men cannot but recognize the justice of the contention, that a purely American Touring Club would be infinitely more useful, and consequently more popular, than the present branch of the C. T. C.

France should be the country in which the members obtain more practical advantages than any other foreign division, inasmuch as its proximity to England enables French cyclists to tour in Great Britain more readily than any other; also, France is the country to which Englishmen resort most frequently when cycling abroad; but although France has fifty-two members, I find that the German division has one hundred and seventy-seven, and Austria has eighty, from which it would appear that the race-loving Gallic wheelman is not so fully enthusiastic on the subject of touring as are the cyclists in the two neighboring countries named. For the present, however, I propose to leave the continent of Europe out of the question, although all the foreign divisions must necessarily be more or less affected by the same considerations as America; and by confining the matter to the American division, with over five hundred members, the problem can be simplified.

As far as concerns the class of American members by whom the division was originated, members who are able to enjoy the full privileges of the club by touring in England, no fault can be found; but it is unlikely that any considerable portion of the five hundred are able to



obtain the benefits of the splendid organization in the mother country, and if the C. T. C. is ever to become more than a sentimental "fad" for American cyclists, its work must be extended to the American touring ground. Already, I am aware, this has been commenced in a small way; but the task of promoting touring in America cannot be accomplished without funds; and the American division of the C. T. C. cannot prosper so long as its members' subscriptions are remitted to England. Leaving out such of its members as are able to go to Europe, the only return which it receives for this annual remittance of five hundred half-crowns consists in the reception of the *Monthly Gazette*, and the privilege to wear the uniform; both of which are questionably advantageous, since the *Gazette* deals with but few topics of value to American tourists, and the uniform, or imitation of it, can be purchased outside the club. Sentimentalism, therefore, is evidently the dominant factor in inducing the five hundred Americans to subscribe to the C. T. C.

Nobody will question the assertion that a touring club organization would be eminently useful in the United States, in Canada, and in other portions of the American continent where cycle touring is practicable. It is also highly desirable that the C. T. C. should retain its international character, in order that mutual advantages may accrue to each nation by co-operation. The problem is, how to enable the men who are ready to do the work in America to achieve their object without severing connection with the parent society. It must be obvious that the head centre cannot be expected to affiliate an American branch *gratis*; and yet the subscription is so small that any appreciable less remittance to headquarters would be insufficient to pay the costs incurred. The real solution would appear to lie in the direction of an increased subscription, on the part of Americans, to such an amount as would enable a substantial sum to be retained for the working of the American division after remitting to London a proportion sufficient to defray expenses. The *Gazette* printing and postage would probably be covered by half a dollar per annum, and other contingencies would be paid for by the profit made in London on the supply of uniforms; so that if the American division paid an annual subscription of a dollar per member, one half thereof would be retainable for the practical extension of the club organization in America. On this basis, it would be feasible for the American division of the C. T. C. to spend \$250 per annum in "domestic" extension for promoting touring, without actually being a drain upon the parent body in England.

Apart from the financial feature, we must regard the administration of the club in its legislative aspect. Here there need be no trouble. So long as the qualifications for membership are the same, the amateur definition identical,

and the broad policy in both countries alike, the American division can be independent, and its business will not need ratifying by the English Council. Its elections can be entirely conducted at home, by means of an official organ, independently of the usual conditions of candidates names being published in *The Gazette*. The delay entailed by the ordinary method of election will be quite needless, with a capable council to watch over the interests of the division, and THE BICYCLING WORLD'S gratuitous assistance in publishing official notices. The division can be made, in fact, tantamount to an independent club, but enjoying the advantages of affiliation to the parent club, whereby tourists of both nations will be able to cooperate when touring in each other's country; and the American division will always have the precedents, advice, and assistance of the parent club to back it up, as well as retaining all the "sentimental" benefits of membership in the international association.

On this subject Mr. Henry Sturmeys gave me his views in response to my inquiries:—

"... I was one of the first councillors to take any note of the rapid progress of the club in the States, and was some two years since appointed on a sub-committee—consisting of J. L. Varley, Frank Weston, and myself—to work out and draft a scheme for the effective working of a centre there, if we may so term it. Nothing, however, has been done, as when Frank Weston went back it was with the understanding that he (who was very strong on the matter) would send us his ideas to start with; but this he has not done.

My ideas are, and I think Frank Weston's too, that a scheme somewhat similar to the local centres system of the National Cyclists Union, should be devised, not only for the States, but for Australia, New Zealand, and the Continent; each should have its branch of the C. T. C., which, whilst being complete in itself, would yet be a part of the parent institution at home, and owe allegiance to it. This system should be put into operation, or rather, should be permitted to be put into operation, when a certain number of members had joined in any one colony or country; say, for example, five hundred to start. They should have their own council, separate rules, differing, however, from those of the main institution only in such matters as the peculiarities of the country demand, such as hotel and consular arrangements. The uniform should be manufactured in their own country, as also other articles of merchandise in which the club has been dealing lately. I do not, however, agree with making it so much a commercial body everywhere as it has been made here; only so far as to keep matters under the control of the club. If only a portion of the subscription is transmitted to headquarters it will scarcely be insufficient to pay the cost of sending *The Gazette*, and I take it that is about the only advan-

take foreign members get from the club in many instances. Perhaps a subscription of a dollar in America, one half being remitted home to the parent body, would leave a small margin, which would be sufficient. The colonial and foreign branches would have full power to do what they pleased, with the sole condition of adhering in the main to the objects and general principles of the C. T. C. Of course honorary officers would be necessary, for I think it would be a long time before the dimensions of any branch would run to the luxury of a paid secretary. . . ."

Mr. Sturmeys's intimate acquaintance with the inner working of the club, and his constant communication with its active officers, lends to the above expression of opinion all the force of a representative utterance. I question, however, whether it would be financially advantageous for foreign branches to have the uniform material specially manufactured; since it is probable that the first cost of the English make, even when increased by customs duties, would probably fall short of the expense which would have to be incurred by manufacturing and securing the exclusive use of the material.

I have had the good fortune to enlist the assistance of the secretary, Mr. E. R. Shipton, who has very willingly stated his views on the whole question as follows:—

"I have long recognized the apparent anomaly under which our foreign divisions labor, and have therefore waited with some little anxiety the report of the committee appointed to deal with the whole matter. From a fairly intimate knowledge of the working of the L. A. W. in the States, and of kindred societies upon the continent, I have been led to believe that the prestige and influence of the C. T. C. would secure for it, as a general rule, a more enthusiastic reception,—with more tangible results to accrue than some of these bodies are at present able to obtain.

"Much discussion has recently arisen, even on this side of the water, with regard to the question of our foreign membership,—and it seems to be admitted that its extension must be dependent, to a very great extent, upon what return the club can make for the investment received.

"If the *quid pro quo* each member of the C. T. C. receives may be computed upon a purely financial basis, it will be self evident that *The Gazette* alone is as much as any subscriber can reasonably expect to receive for the trivial sum of *half a crown*, more particularly when is taken into consideration the fact that it is sent post free, and virtually placed in the hands of its readers. It has, however, become the fashion to clamor, not only for the privileges already contained in *The Gazette*, in the material saving effected at hotel headquarters, and in the gratuitous supply of route information, but for tangible as well as visionary benefits of every other description.

"In justice to our foreign subscribers it should, however, be placed on record that they are in this respect far less exacting and more grateful than their English brethren. Nor is this attitude altogether without an underlying reason, for in many instances the postage to our foreign subscribers, taken in conjunction with the first cost of *The Gazette*, exceeds by from fifty to one hundred per cent of the actual contribution made by the member. Support of this nature is in one sense highly unsatisfactory, inasmuch as it brings with it a severe monetary loss; but it has always appeared to me that pending the presentation of some workable scheme, with perhaps, an increased subscription, it were better to lose from a financial point of view rather than forfeit the international support thus contributed.

"I am of opinion that a great future lies before the C. T. C., in the United States in particular, if only an efficient corps of workers can be obtained to define some feasible method adapted to the peculiarities of the country.

"The *esprit de corps* is already provided, but organized, systematic procedure is wanting, as also are the sinews of war.

"With these short comings rectified, and an inclusive subscription agreed upon, the American and other divisions might be subsidized and made to contribute a workable balance to headquarters, while at the same time retaining sufficient for local wants. I have been the witness of not a little voluntary work in connection with the club; but it is to me a source of continued surprise, as well as a regret, that the whole of the labor and expense incidental to the introduction and working of the programme of the C. T. C., in the States, has been borne by volunteer officers, whose only reward exists in the knowledge that their efforts have met with no small amount of appreciation.

"When, some three or four years since I, in conjunction with Mr. H. Sturmeys of Coventry, represented the English interests of the L. A. W., we conjointly devised a reciprocal scheme whereby membership in the L. A. W. should entitle the holder *ipso facto* to the benefits and privileges of the C. T. C. when on a visit to this country, and *vice versa*. The premature alteration of the amateur definition in the United States, however, dealt the project its death blow, and I do not know that at the present time of day I am in favor of recurring to the principle for which we then contended."

It will be observed that Mr. Shipton has an appreciative opinion of the value placed on *The Gazette*; but as a disinterested observer, I do not think that very many foreign cyclists regard that publication as so absorbingly interesting as to be worth subscribing to.

If *The Gazette* was made a readable record of noteworthy tours on wheels, it would be better worth the attention of people all over the world; but at present, touring is neglected in its pages, and the

bulk of its contents consists of correspondence and discussions on official developments in England, tips for tyros, and lists of candidates for election, none of which are of such interest as to deserve world-wide perusal.

I have vainly waited several weeks in the hope of ascertaining what Mr. Lacy Hillier thought on the matter, considering that his recently acquired position of representative councillor for the States would make his views valuable; but it appears that he has so many athletic irons in the fire as to preclude the devotion of any time to the subject.

From what I have said, and from the opinions I have quoted, it must be plain to the reader that there will be no opposition on this side to the development of the American branch of the Cyclist's Touring Club on a basis of practical independence; and the matter rests entirely with the Americans themselves, who can make the C. T. C. organization in America of practical use and influential prestige as soon as they like. Mr. Frank Weston, as chief consul, holds the trump card in his hand, and can play it at his leisure. Here, nothing can be done. We could not, if we wished, do anything to develop the club in America; we can but wait for local movement, and I have not any doubt whatever, that the council will most cordially indorse any plan which the American representatives may bring forward.

#### Notes by the Way.

As I was down on the Back Bay a few days ago, and had some moments to spare, I thought it a good plan to run across and see what the Coventry Machinists' Company was up to in its new place on Columbus Avenue.

ACCORDINGLY, I walked along Berkeley street to the avenue, and then a few steps brought me to a beautiful new, marble-front, stained glass building, with all the modern improvements, and I found myself gazing at the *locus* of the first English house to open a branch under its own management.

If anything more than the number were needed to assure me that I had made no mistake, the machines in the window, resting imposingly upon a ground of some handsome, crimson stuff, convinced me that I was right, while, no sooner had I opened the door than I was greeted with a hearty welcome from Mr. Gaskell.

I CONGRATULATED him upon the fine appearance of his store, and its advantageous situation, and then proceeded to cast my eyes about to see what there was of interest to the readers of the WORLD.

THE first machine that attracted my attention was a Ranelagh Club tricycle,

and well it might, for a more graceful, business-like looking machine I never saw. To those who are not familiar with it, may say that it is a central geared, double driving front steerer, with this peculiarity: a gracefully curved handlebar, when turned, moves a couple of steel rods, attached to the head of the front wheel. In fact, they work just like the tiller ropes of a wherry, or the reins used for driving.

THIS machine is built light and is intended for those who want to go along at a round pace and keep within hailing distance of their bicycling brethren. It was first built for Mr. White, the company's manager, for his private mount, and was not intended for the market; but it proved such a success, and its appearance created such a demand for it, that the company added it to the list of its productions, and to-day it is one of its most popular and successful machines.

RIGHT opposite the Ranelagh was a splendid looking tandem. The readers of the WORLD are familiar with the details of this machine, as it was described in detail last fall, so I need say but little about it. I noticed, however, one improvement. Instead of putting an L pin through the backbone of the rear half and weakening it, two slighter pins are used, which pass through a standard clamped to the backbone. In my humble opinion, the Club is the neatest and tiniest looking craft I have seen, and with a couple of good riders on it, ought to make things lively for those who try to keep up with it.

THERE were other tricycles, but they only need a passing notice. Every one knows the Imperial Club, on which Nixon did so well when Webb was after him. The Sandringham, of the Humber pattern, and a two-track machine are simply first-class machines of their respective types.

IN bicycles, there is an equally good assortment, but one first-class machine is so much like any other of the same grade, that one must go into details to discover any difference. I can, however, mention one machine that is wonderfully good for the price. One hundred and five dollars for "a ball-bearing, hollow-forked, steel throughout," etc., etc., bicycle, is an offer not to be sneezed at, especially when the workmanship and finish of the Universal Club is considered. And this reminds me to say a word on this subject.

In carefully examining the Club machines, I could not help noticing the care and attention that had been taken to secure accurate fitting and superior finish, and I hope every one who can will drop into 239 Columbus avenue, and see if I am not right in saying that the "Clubs" are finished, fitted, and put together better and with more care than is usually displayed.



ONE of the arguments dealers and makers of American machines have advanced in favor of their own goods, is their interchangeability, and the fact that any part could be replaced, and the cost of repairs lessened. Be this as it may, it will not apply to the Coventry Machinists' Company, for it is to have in stock complete parts for every machine, and will be prepared to see that its customers don't suffer because they ride English-made cycles.

I HAVE already devoted all the space I ought to this company and yet I have not told half I might about its store and its contents. The best advice I can give is that you go up, have a chat with Gaskell, and let him tell you all about the machines he has, and if you are sorry you went complain to the editor for not clipping this short.

As I was riding out of town the other day, — shall I confess and say it was Sunday, — with Mr. Saben, of Stoddard, Lovering & Co., I saw coming towards us a tricycle, that is, it had three wheels. It was made of wood, painted a bright vermilion, and propelled by a muscular mechanic, who looked quite lost between the driving wheels, which were at least five feet in diameter, it was a sight calculated to make one feel tired. It shows, however, that the tendency of the age is towards the adoption of anything that is an aid to locomotion. I wish, however, that fellow had a machine fit to ride on, as his certainly was not.

WHEN I saw this unwieldy cart, for that is really what it was, I was on my way to Dorchester to inspect the new quadrant, and ride it. I was enabled to do this, and was much pleased with the running of the machine, though it was not adjusted to suit me, as I prefer to ride more vertically than either Mr. Lee, the owner, or Mr. Fourdrinier who rode it out from town. The long wheel base, large steering wheel, combined — with lightness, — the machine only weighed seventy-five pounds, made a mount that ran easier than any tricycle I was ever on; but as I only rode it a mile or so, I could not judge of its merits under all circumstances.

I SEE that there is some doubt in the minds of many, whether W. G. Kendall has been elected a representative from Massachusetts on account of a typographical error where the letter *a* was used instead of *w* in his initials. There should be no question, for it is well settled that as a general rule in regard to the use of initials on ballots, "the name must be considered as properly written or printed on the ballot, provided the returning officers understand thereby, beyond a reasonable doubt, for whom the voter intends his vote." Certainly no one can doubt who was intended by A. G. Kendall. Take your place, doctor, and see if

you cannot put some life into things, and give us some useful legislation.

I HAD a brush with the doctor and Saben, on River street, and was left  
BY THE WAY.

#### The Trade.

THAT there was an urgent necessity for a rink in the city is amply demonstrated by the number of learners at the Pope Manufacturing Company's rooms since their opening. Two instructors are kept busy from seven in the morning until six at night. It is noticeable that the greater part of the beginners are business men of mature years, who will make valuable additions to the ranks of wheelmen.

Dealers who let machines are having considerable trouble with parties who forget the laws of meum and teum, and dispose of the machines they have hired. Mr. Stall has a case of this kind in hand now. A man hired a machine and pawned it. He then sent the pawn ticket to Mr. Stall, and asked him to take it out. Mr. Stall immediately took out a warrant for his arrest.

Mr. R. Heber Hodgdon has entered into copartnership with Mr. R. J. Butman, of Tremont street. The firm makes a specialty of buying and selling second-hand machines.

The members of the heavy fraternity in the wheeling world who incline to the tricycle, often find it difficult to mount the machine from behind, and are forced to climb in from the front. Mr. Atkins has sent us a step which he has made to go on to the bottom of the saddle post. With this attached the rearward mount is easy, for one has but to put his toe on to the step and the road to the saddle is not difficult. The step is easily removed when the seat post is to be taken out.

Following out a suggestion made in these columns a short time since, Mr. Atkins has designed and made a clip to go on to head of a bicycle and carry the number of a contestant in a race. The clip is an admirable conception and well fills the want for this sort of a thing, for the number can be read from a level or from above, be the judges' stand in either place. It can be put upon the market to sell at a reasonable price, and if there is a demand for it, Mr. Atkins will bring it out. Race committees would do well to provide clips of this kind for their meetings.

#### EXOTICS

WOOD and Howell have arranged a match for £50, for a ten-mile race, to be run 16 May, at Leicester.

THE N. C. U. had a queer case to decide the other day. The executive had before them the case of a rider who had sued a sports committee for a prize wrongfully withheld. The committee paid the amount to the rider's solicitor, who duly handed it over. It was then suggested

that the rider should be disqualified for receiving cash. The executive decided that to disqualify the rider, under the circumstances, would be merely to hold out a premium to any committee who might be dishonest enough to withhold a prize until sued. The executive therefore decided that they would not disqualify him.

A BIRMINGHAM jeweller had, on his own authority, prepared and issued a badge for the N. C. U., and registered it as his own property. The secretary was directed to intimate that the Union had issued no badge whatever, and that any badge issued is totally without authority, and in no way recognized by the Union.

SEVENTY-EIGHT wheelmen were present at the first special cyclist Sunday service at Ripley.

A RACE is to be run at the Alexandra Park track on similar lines to the lap races run in America last September. The race, which will be confined to second class men, will be run over three miles, and the one who has led the most times at the conclusion of each lap, will be the winner; in the event of a tie, the one who passes the post first at the end of the race.

THE Buxton Ramblers will introduce a new style of race on 30 May. The event will be a five-mile handicap, limited to about twelve riders, of which number four will be on scratch, four on the 150-yard mark, and four on the 300-yard.

THE N. C. U. thus defines machines:—  
The following machines are eligible for cycle races held under N. C. U. rules:—

1. For bicycle races, any two-wheeled one-tracked machine carrying one rider.
2. For tricycle races, any machine three or more wheeled, two or more tracked, carrying one rider.
3. For safety bicycle races, any two-wheeled, one-tracked machine carrying one rider, and fulfilling the special conditions laid down by the race committee, or promoters of the sports.
4. For tandem bicycle races, any two-wheeled, one-tracked machine carrying two riders.
5. For tandem tricycle races, any three or more wheeled, two or more tracked machine carrying two riders, seated one directly behind the other.
6. For sociable tricycle races, any three or more wheeled, two or more tracked machine carrying two riders seated side by side.
7. For double tricycle races, any three or more wheeled, two or more tracked machines carrying two riders.

NOTE.—No machine which cannot be included in one of the above classes, may be used in cycle races held under the N. C. U. rules.

Any rider desirous of using a machine in any class of other than one of the patterns now ordinarily recognized in that class, must obtain permission of do so from the executive of the N. C. U.

# THE AMERICAN RUDGE.

MANUFACTURED BY

## D. RUDGE & CO. - - - Coventry, England.

The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



SEND FOR  
1885  
CATALOGUE.

SEND FOR  
1885  
CATALOGUE.

- BEARINGS.** Rudge Unequalled Ball, to both wheels, exactly like the Rudge Light Roadster.  
**FORKS.** Elliptical; hollow to front wheel; solid to back; very rigid.  
**HANDLE-BAR.** Curved, solid; same shape as fitted to Rudge Light Roadster.  
**HEAD.** Long centre Humber; similar to the Andrews patent.  
**HUBS.** Gun metal, nickelled; well recessed to admit narrow tread.  
**TIRES.** Seven eighths full to front wheel, three fourths to back, of first quality rubber.  
**SADDLE.** Lamplugh & Brown's, or Brooks's, long-distance tension.  
**PEDALS.** Heavily nickelled parallel, fitted with extra strong pins.  
**SPOKES.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

A few shopworn and second-hand machines in stock at low prices. Send for list.

SOLE U. S. AGENTS,

## STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress Street, Boston, Mass.

RELIABLE AGENTS WANTED.



## EXTRAORDINARY SUCCESS OF THE "KANGAROO."

Its Popularity Fully Assured! In Great Demand!

A BICYCLE ANY ONE, OLD OR YOUNG, CAN RIDE WITHOUT FEAR OF INJURY. HEADERS IMPOSSIBLE!

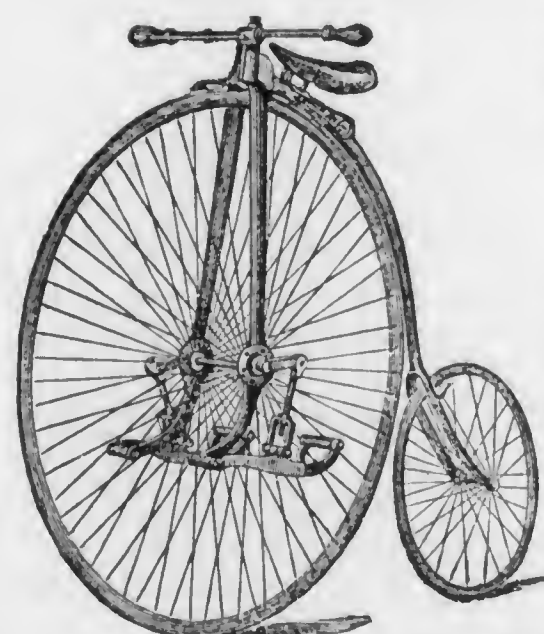
The demand for these Safety Bicycles has steadily increased with us since their first introduction to America, while now it is severely taxing the capacity of the manufacturers to meet on time. At a late date the factory was three hundred behind its orders. We have also as agents had trouble during the past few weeks, since the bicycling season has opened, in importing them fast enough. Such continued demand is good evidence of its merit. We are receiving one hundred, and invite inspection at our warehouses.

We claim THE "KANGAROO" to be THE ONLY true Safety Bicycle. THE "KANGAROO" is the only Safety that has been subjected to any PROTRACTED TEST. THE "KANGAROO" has always been fitted with a large back wheel. THE "KANGAROO" is the machine ORIGINALLY PLANNED, and has been COPIED AND IMITATED BY NEARLY EVERY OTHER MAKER.

The angle at which the Saddle is fixed relatively to the Axle is the chief factor in determining the "Safety" of a bicycle—or in other words, estimating the possibility of an upset. In this most of the so-called Safety Bicycles are deficient. Many of them have no more right to the appellation than the ordinary bicycle. The mere fact that a wheel is SMALL does not make it a safety.

Send stamp for circular, or call and examine.

**WM. READ & SONS, 107 Washington Street, Boston,**  
SOLE BOSTON AGENTS.



**EASY.**  
Convertible Speed-Gear will be ready very soon.  
**SAFE.** When writing, mention this paper.

## THE FACILE

holds the following Road Records of the world:

Ten miles.....	in 1h. 33¼m.
Twenty miles.....	in 1h. 15m. (21 miles actually).
Fifty miles.....	in 3h. 15m. (51 miles actually).
Twenty-four hours.....	covering 266 1-4 miles.
Seven days.....	covering 924 miles.
The longest continuous ride.....	covering 1,332 miles in 12 days, 20 hours.

It has *three times* broken the 24-hours' record. It has done 100 miles in 7½ hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and *all-the-year-round*, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

**J. WILCOX, Agent and Attorney - - - 15 PARK PLACE, NEW YORK.**

## YOU CAN BUY A NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
Send for descriptive price list and mention this paper.

**S. T. CLARK & CO. - - - BALTIMORE, MD.**

**JAS. S. NEWELL & CO.**

302 Federal Street, Boston,

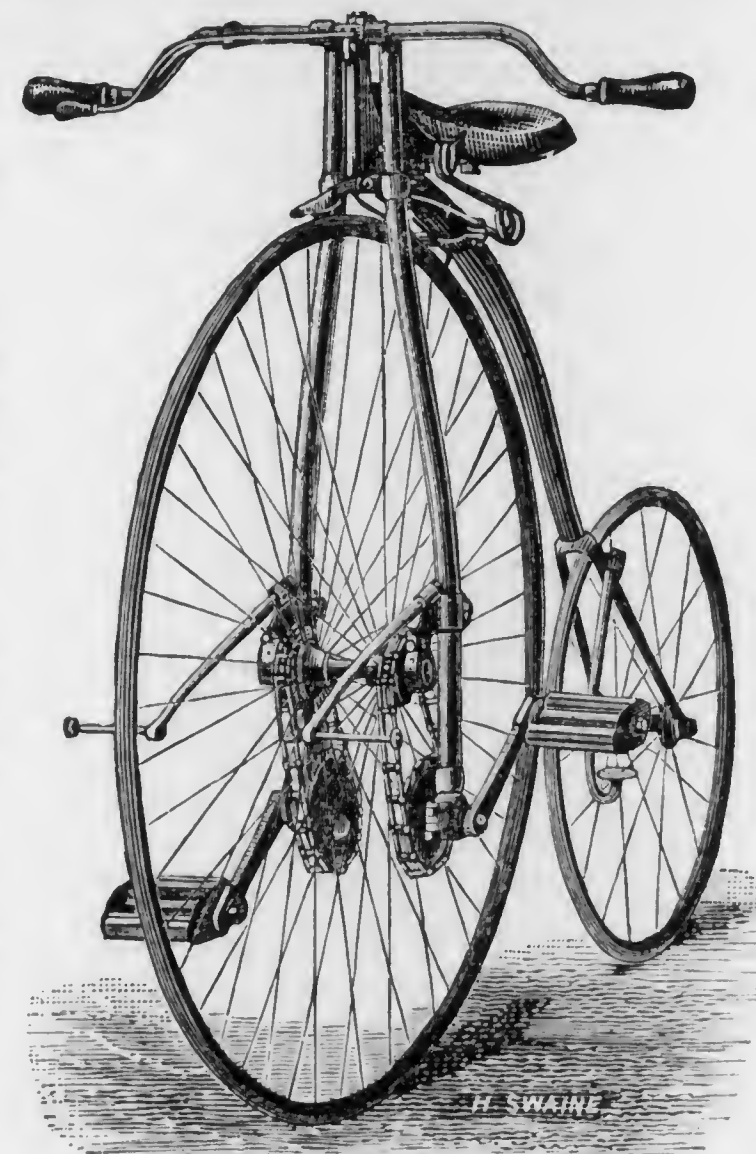
Manufacturers of PRESSES AND DIES.  
New Machinery Designed and Built.

**BICYCLES and TRICYCLES**  
REPAIRED,

Painted, Enamelled, Nickel Plated

Repairing a Specialty.

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILLIAM S. ATWELL, telephone No. 1935.



R. CRIPPS was the winner of the Surrey ten-mile trophy. Undoubtedly the feature of the meeting was the wonderful performance of Engleheart, who started in the ten-mile scratch race on a Kangaroo safety bicycle. Mr. Engleheart not only gave the crowd (an extensive one) plenty of amusement, by plugging away on his small machine like a minnow amongst the tritons, but he rode admirably, coming in fourth out of the whole field, he being the only rider of a "safety bicycle;" and although Cripps, the Nottingham flier, lapped him once, he was only half a lap—i. e., a furlong—behind the second and third men in the entire ten miles. The Kangaroo he rode was geared to 57, and although he travelled outside the line of bicycles, thereby increasing his distance for a good part of the way, he finished fresh and happy, and had run five ordinary bicycles "off their legs," that number of starters having failed to finish. The result must be looked upon as a great success for the safety, the Surrey ten-mile scratch race being one of the events of the season.

Speechley, who was looked upon as a probable winner, stopped at seven miles. SANDERS SELERS will race again, but only to retain his hold on the challenge cups at present in his possession. Included in these is the Hermon challenge cup, presented by the famous Preston North End Football Club, valued at over £50.

The prizes to be presented at the sports of the Birchfield Club on 16 May, will be valued by the National Cyclist's Union valuer, and the amounts officially certified. This is the first club to take this highly commendatory action.

### Recent Patents.

THE following list of patents, recently issued, relating to bicycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington Street, Boston:—

No. 314,633. A. E. Wallace, Hartford, Conn., assignor to Pope Manufacturing Company. Velocipede. An Epicyclic balance gear.

No. 314,701. W. D. McCoy, Orange, N. J. Bicycle saddle.

No. 314,859. H. H. Jones, Lancaster, N. H. Bicycle.

No. 315,003. John C. Cline, Philadelphia, Pa. Velocipede.

No. 316,026. Richard Heeley, Birmingham, Eng. Rim for velocipede wheels.

No. 315,094. Geo. T. Warwick, Springfield, Mass. Velocipede wheel.

No. 315,304. E. G. Latta, Friendship, N. Y. Bicycle.

No. 315,743. Seth Curlin, Covington, Tenn. Marine velocipede.

No. 316,009. Wm. Clemson, Middletown, N. Y. Bicycle.

No. 316,047. Geo. W. Marble, Chicago, Ill. Bicycle.

No. 316,061. David H. Rice, Lowell, Mass. Bicycle clutch.

No. 316,146. C. G. E. Hennig, Patterson, N. J. Tricycle.

No. 316,649. H. J. Pausey, and C. T. Crowden, Clapham, Eng. One track velocipede.

No. 316,702. Thomas Warwick, Birmingham, Eng. Bicycle saddle.

No. 317,377. John A. Kirke, Washington, D. C. Social attachment for bicycles. A detachable monocycle, pivotally connected with the backbone of the bicycle.

### A Massachusetts Tour.

THE Massachusetts Club has determined to hold a four days' cycling tour, commencing Wednesday, 17 June. The route will be along the North shore, and will be substantially as follows:—

Wednesday—Starting from clubhouse, Salem (dinner), via East Saugus, Lynn and Swampscott; Gloucester, via Beverly Farms, Manchester and Magnolia, spending the night; distance, forty-one miles.

Thursday—The famous ride around the Cape, coming back to Gloucester for dinner. In the afternoon, ride to Newburyport, via Essex Ipswich and Rowley, spending the night; distance, forty miles.

Friday—Portsmouth via Salisbury, Seabrook and Hampton (dinner, Rockingham House); Newcastle, to Hotel Wentworth, visiting the beaches, and back to Portsmouth; distance, under forty miles.

Saturday—The party will break into two parties. One will take the early train to Newburyport, arriving at 7:55, and then wheel to Boston, via Ipswich, Wenham, Putnamvale, Danvers, Peabody, East Saugus and Malden, probably dining at Peabody; distance, fifty-one miles. The other party, the tough riders, will ride the whole distance, seventy-four miles.

The whole route will comprise a riding distance of one hundred and seventy-three miles for one party, and one hundred and ninety-five for the other, the endeavor being not to make distances, but to have a comfortable and enjoyable time. The trip will be over fine roads, with picturesque scenery. It is expected that the members will turn out in large numbers, including not a few tricyclists.

### Their Favorite Tunes.

"SPOKES" writes to an exchange, as follows:

"It is strange, but not an unnatural fact, that, in all athletic professions and constitutions, every man has his own favorite 'air,' and music often tends to develop extraordinary powers in athletes, especially in a test of endurance. In bicycling, professionally, we may as well commence with the leader, John S. Prince. Everybody knows John's favorite tune. Every little darkey in Washington knows that when the band strikes up 'Yankee Doodle' there is going to be some fast pedalling done, especially if it is on the last lap of a race. The time of this popular air is considered fast time, being rapid and inspiring. Harry W. Higham's favorite is 'Marching through Georgia.' It took 'Harry' quite a time to catch on to Sherman's march, and often I have heard Harry inquire, 'Is that 'Marching to Georgia?'"

"W. M. Woodside, the Irish lad, can pedal quicker when 'Wearing of the Green' is played than any other time. In a six-day race the writer often hated to hear that Irish air played, for it meant plenty of hard riding and fast at that."

"W. J. Morgan, known as the 'Senator,' can ride faster and better when the Welch march, 'March of the Men of Harlech,' is played, and it is a proof of what I say regarding inspiring music, that the last mile of a six-day race was made faster than any other single mile while the favorite air was played. Woodside made the fastest mile in the Chicago, October, 1883, six-day race, during the last night, making it in 3m. 18s."

"John W. Wilson, known as the 'Boston flyer,' can ride fast when 'Merrily we Roll Along' is played, and other men whom I could mention can testify to their appreciation of some favorite air. Charles Rowell, George Noramac, and Patrick Fitzgerald, George Hazael, and others of the tan-bark, have their favorite music. Long may the band flourish!"

### CURRENTS CALAMO

MR. ELLIOT C. LEE received last week, a Quadrant tricycle. It has forty-inch wheels, is very light, has a large front wheel, and the quadrant steering. It is now at the Boston Club-house.

W. B. EVERETT, Esq., has gone West on a business tour in the interest of his firm.

MR. H. D. COREY returned to Boston from his Western trip last Saturday.

PRESIDENT BECKWITH has appointed the following committee to draw up the necessary formula to present to the annual meeting in Buffalo, on 3 July next, looking toward the adoption of rules establishing and governing an annual tour or tours: Burley B. Ayers (chairman), Chicago, Ill.; Frank A. Elwell, Portland, Me.; George R. Bidwell, New York; H. S. Livingston, Cincinnati, Ohio; W. S. Bull, Buffalo, N. Y.

THE cloth for the new League uniform can be had for \$2.00 a yard.

THE following is the record of a bicycle owned in Fort Wayne, Ind. This bicycle is a Standard Columbia, of the 1879 pattern, and was first owned by C. W. Edgerton, who bought it new from the Pope Manufacturing Company. It has been sold ten times, and over twenty-five men have learned to ride on it. The following prices have been paid for it: \$92.50, \$80, \$50, \$50, \$50, \$40, \$50, \$25, \$15, \$30. Total, \$482.50. One man has owned it and sold it three times. It now languishes in a junk shop.



It is said that Maltby now removes pedals and cranks, riding and balancing on the bare hub with hands off the tire.

• ERNEST and Walter Rideout, members of the Bay City Wheelmen of San Francisco, Cal., recently had a trying experience on a trip to the Yosemite. They had to swim three streams between Davisville and Sacramento, and were caught in a snowstorm in the mountains on the 19th, and were almost frozen to death. They were glad to strike the train at Stockton on the home trip, as their machines were somewhat disabled. The entire distance covered was three hundred and sixty-nine miles.

We have received a long letter from W. J. Morgan, denying the imputations cast upon the character of the professionals by the *Bicycle South*, and saying that he has called for a bill of particulars. The paper is bound to make good its words by facts, or else retract them.

The first tour with bicycles across the Santa Cruz Mountains ever made by San Jose (Cal.) bicyclists, was made last month, by Dan Thornton and Al Hyman. They made the trip by way of Los Gatos, visiting Soquel and Camp Capitola and Santa Cruz. They left San Jose at 8 A. M., and encountered two heavy hailstorms in the mountains. The descents on the other side for bicyclists are somewhat steep and perilous, but they had no accidents whatever. They made no attempts at quick time. The trip occupied 8½ hours, but actual travelling time was six hours.

The Elizabeth (N. J.) Wheelmen have laid gutter crossings at many of the street crossings in their city.

MESSRS. ZACHARIAS & SMITH are teaching a man with a wooden leg to ride the bicycle.

RUMOR tells us that Mr. E. P. Baird is having a good time at New Orleans. He has got into society a good deal, and especially among the old French or Creole families. He frequently appears on St. Charles avenue with his bicycle, riding alongside of a certain young woman on horseback.

J. S. DEAN, Esq., has been appointed resident attorney for the Coventry Machinist's Company.

WER'E going to tell you all about that whistle that is to be blown by the rotation of the wheel in a short time, brother *Wheel*. See if we don't.

GEORGE CHINN, Marblehead, Mass., publisher of the *Wheelman's Handbook* of Essex County, will send a copy of that book free to any address on receipt of two stamps for postage, until the copies in hand are disposed of. Those who want a good road book of Essex County should avail themselves of this opportunity.

TREASURER TERRY wishes us to correct the impression conveyed by an advertisement in our issue of 8 May, in

which he was made to sign a testimonial to a manufacturer in his capacity as treasurer of the L. A. W. While he stands by the testimonial, he does not wish it understood that he uses his official title in this way.

MANY of our contemporaries are discussing the propositions made in an issue of 1 May by members of the League looking to an improvement in the management of League affairs. They are not altogether satisfied with the ideas put forth. We had hoped to present a fuller expression of the ideas of leading Leaguers, but they would not write, and we were obliged to use what we received. Of the ideas advanced, many of them were good, others were impracticable, and several were not worth considering. We prefer to let the ideas stand or fall on their merits, without word from us.

A ONE SHILLING handbook, upon "The Tricycle in Relation to Health and Recreation," is about to emanate from the English press, under the authorship of Dr. B. W. Richardson, the well known scientist.

'T is a pity, but 't is true, that Boston has n't a single first-class racing man.—*Wheel*. The writer would do well to look over the country and find the first-class men that could give a start to Gaskell, Corey, Ahl, Burnham, Norton, or Haven. Norton, for instance, holds a record of 2.41, which is the best record held by any American amateur.

We have made arrangements for a series of articles on fancy riding, illustrated with diagrams and cuts, and they will soon be published.

THE auction sale of Carver tricycles drew a large number of wheelmen to L. J. Bird's auction room, on Monday last. The first machine was knocked down to M. D. Gillett, of Springfield, for \$90, and the others went for \$80, \$81, \$79, \$79, \$78.50. A central-geared machine, made by St. George's Machine Company, went for \$72.50.

ROBT. NEILSON is training O'Melia, the roller skater, in the six-days skating race.

GASKELL says that in the present state of the makers amateur question in England, it looks as if he had better stay with us.

AT a meeting of a certain dental society, last week, one of its members, in an article on exercise, condemned cycling as a mode of exercise. The reader was somewhat surprised when another member of the society opposed his cycling argument, and gave the society an impromptu lecture on the benefits of bicycling as applied to physicians, and completely floored his adversary.

ROBT. BONNER is having a sulky built for Maud S., with wheels on somewhat the same principal as a tangent wheel.

RALPH BAKER and Fred Bickford, of Somerville, started on a sociable tricycle

for Providence, last week. They left Somerville at 11 A. M., and riding through Medfield, Foxboro, North Attleboro, and Pawtucket, arrived at Providence at 6.30 P. M. They remained at Providence all the next day, but on the following day took the train to Middleboro. From there, they wheeled to Brockton. They found the best roads of their run between Bridgewater and Brockton. Leaving Brockton at 8.30 o'clock, Friday morning, they arrived in Boston at 11.30 o'clock.

A WASHINGTON street clothing house is attracting customers by placing a full-nickelled Expert in its show window, to be given to the customer who guesses the nearest to the number of seeds in a squash.

THE League races at Buffalo will be run under the auspices of the Buffalo Club and the League conjointly. An arrangement has been made for sharing the profits, that is acceptable to all parties.

WM. W. CRANE has succeeded to the editorship of the *Bicycle South*.

We have a few sample copies of the *Cyclist*, *Tricyclist* and *Wheel Life* which we will send for examination on receipt of stamp for postage.

## WHEEL CLUB DOINGS

MIDDLETOWN (Conn.) WHEEL CLUB.—Officers elected 5 May: President, Henry C. Ward; secretary, Wm. P. Post; treasurer, Howard A. Sibley; captain, Fred L. Calkins; first lieutenant, Hayden Goodrich; second lieutenant, Arthur Ruffy; bugler, Wm. J. Hogan.

BERKSHIRE COUNTY WHEELMEN.—Annual election, 5 May. Officers elected: President, E. H. Kennedy; vice-president, Jno. N. Robbins; secretary, P. W. Jones, re-elected; treasurer, H. S. Wollison, re-elected; captain, H. G. West; first lieutenant, C. C. Kennedy.

THE Dayton (Ohio) Bicycle Club has voted unanimously to join the L. A. W. in a body in June. The following officers have been elected for the ensuing year: Wm. Callender, president; Chas. Moore, secretary and treasurer; Chas. Hardman, captain. The club is more thoroughly banded together this year than ever, and prospects are that bicycling enjoyment will not lag. The club was handsomely entertained by Mr. A. W. Gump and wife, last week.

CHEYENNE (Wyo.) CLUB.—Officers elected 4 May: President, H. B. Rice, captain, Fred Bond; financial secretary, Frank H. Clark; bugler, Geo. F. Inman. Mr. Bond enters upon his third term of official service, while the business of the financial secretary's office has been managed by the same member since the organization of the club in November, 1882. The club numbers twenty active men. The club is on a sound financial

basis, and is now arranging for large and centrally located headquarters in one of the principal business blocks of the city, to be fitted up with billiard table and other attractive features tending to make it a pleasant resort for the membership.

On the evening of the 1st of May, the social event of the season occurred, under the auspices of the club, being a social hop given by it in honor of the Laramie Bicycle Club, which was represented by five members, and their ladies and friends, to the number of about twenty. The affair was enjoyed by about one hundred and thirty of the society people of the city, and was a very swell affair. Souvenir programmes were used, and an elegant lunch was served at midnight. The local club exerted itself to make the visit of the Laramie boys and their friends a very pleasant one, and I judge from the comments of the Laramie press that this effort was a successful one.

Since the middle of February, until recently, the wheeling has been exceptionally fine; but recent spring showers have kept the tracks in a too rough condition for enjoyable riding, and for the most part, the wheels have been housed by their owners.

THE Massachusetts Club derives a sufficient income from the use of the billiard and pool tables, and the bowling alley to pay all the running expenses of the club house; pleasant little parties of ladies and gentlemen can be found there every evening.

THE Charlestown Bicycle Club will observe its third anniversary by a dinner at the Quincy House, 30 May.

THE fourth anniversary dinner of the Springfield Bicycle Club was held in Hotel Gilmore Wednesday evening of last week, and was a great success. Invited guests from the Meriden, Worcester and Hartford clubs were in attendance.

CHARLOTTE (N. C.) CLUB. Officers elected: L. E. Quinn, president; O. F. Asbury, captain; W. L. Pharr, sub-captain; Albert Durham, secretary and treasurer.

## RACING NEWS

MEMPHIS, TENN., 1 May.—Three days' tournament, under the auspices of the Memphis Cycle Club.

FIRST DAY, 1 MAY.  
*Five Mile Professional*.—W. M. Woodside rode over the course alone. J. S. Prince, W. J. Morgan, and J. H. Polhill were entered, but failed to appear. Time, 22.53.

*One Mile*.—S. G. Whittaker, Boston (1), 4.02; S. W. Hampton, Jr. (2), 4.11; A. D. Mewborn (3); Jno. Stout (4). A walk over for Whittaker.

*Five Mile*.—S. G. Whittaker (1), 21.30½; Jno. S. Rogers, St. Louis (2), 31.32½.

*One Mile, Club Championship*.—S. W. Hampton, Jr. (1), 4.11½; A. D. Mewborn (2).

*One Mile Tricycle*.—P. N. Myers, Covington, Ky. (1), 5.30; S. B. Huber (2).

*Half Mile, Boys*.—R. Crawford (1), 2.55; Frank Hill (2), 3.03.

*Two Mile, Amateur*.—S. G. Whittaker (1), 8.10½; P. W. Stone, St. Louis (2), 8.11½.

SECOND DAY, 2 MAY.  
*Three Mile, Amateur*.—S. G. Whittaker (1), 11.28½; P. N. Myers (2), 11.28½.

*Half Mile, 2 in 3*.—P. W. Stone, two straight heats (1), 1.38½, 1.31½; S. G. Whittaker (2).

An exhibition of fancy riding by C. H. Smith and Miss Minnie Rouchelle.

*Fourth Mile, Hands Off*.—P. N. Myers (1), .59; Jno. Stout (1), 59½.

*Half Mile Boys*.—Joe Robertson (1), 2.11½; Jno. Willins, Jr. (2), 2.12.

*Two Mile, Tricycle*.—E. P. Baird (1), 9.30½; P. N. Myers (2), 9.31½.

*One Mile*.—P. W. Stone (1), 3.25½; S. G. Whittaker (2), 3.25½.

*Fourth Mile, Boys*.—Jno. Fargason (1), 1.07; Miles Standish (2), 1.7½.

THIRD DAY, 4 MAY.  
*Two Mile*.—S. G. Whittaker (1), 6.45½; W. F. Gates (2).

*Tricycle Race for Girls, Fourth Mile*.—Laura Hall (1), 2.02; Lizzie Dunn (2), 2.02½.

*One Mile*.—P. W. Stone (1), 3.18; P. N. Myers (2), 3.18½.

*One Mile, State Championship*.—F. W. Wilcox (1), 3.29; S. W. Hampton (s), 3.20½; A. D. Mewborn (3).

*Fourth Mile, Boys*.—M. Standish (1), 1.00; J. Fargason (2).

*One Mile*.—A. D. Mewborn (1), 3.44; S. W. Mallalieu (2).

In addition to the above, there were a number of athletic contests. The professional races were given up on account of the non-appearance of the professionals.

WHITTAKER, on a Royal Mail, took a large number of the prizes at Memphis. He had no track record at home, but is a strong road rider. Stone, the younger, of St. Louis, also captured a large number of the trophies.

MEMPHIS initiates a ladies' race on tricycles, — the first of its kind in America, we believe.

THE professionals did not show up at Memphis, and the only professional race was a walk over by Woodside.

The ten-mile professional race was declared off like all other professional events. W. M. Woodside was on the ground, and claimed the right to go the distance for the prize of \$100 that had been offered; but he was not permitted to start, the president of the club announcing that he had not complied with the conditions of the race, having failed to post his entrance fee of \$5. Woodside entered protest, and says he will sue the club for the amount. The

club did not want to weary the crowd by letting Woodside ride ten miles alone; but to compensate him for his trouble in going to Memphis, they offered to pay him \$100 for an exhibition ride of one mile each day. This he refused, demanding \$150. Morgan, Prince and Polhill had entered with Woodside for this race, but neither of the former put in an appearance.

NEW HAVEN, 6 May.—Yale spring contests. The two-mile bicycle race was an interesting exhibition of fast riding. C. Adams, '87, following the inner curb, was given 220 yards start. L. B. Hamilton, '86, Yale's fast man, rode on the extreme outer edge of the track, and in one mile had taken the lead. The referee then shouted to him that, unless he gained a quarter of a mile more from his competitor, it would be no race. Hamilton settled down to work, and in the second mile easily gained the quarter-mile necessary. Hamilton covered about two and one half miles in 7m. 15s., against a heavy wind.

AUGUSTA, GA., 1 May.—Five miles, — John S. Prince (1), 16.52; horse, Little Ben (2). Half mile, — W. J. Morgan (1) 1.26; horse, Belle (2), 1.25½. Half-mile, amateur, — Frank Bolher (1), 1.32; John Johnson (2), 1.36. Attendance, 2,000. Fair track, strong wind.

PHILADELPHIA, PENN., 2 May.—Y. A. C. C. games. One mile, — Joseph Powell (1), 2.23; Geo. Webber (2). Two mile, — Geo. Webber (1), 6.52.

THE Harvard Club will not hold a race meeting this spring. It was voted recently by the club to hold a meeting, and invitations were sent to the bicycle clubs of Yale, Brown, and Phillips Andover Academy. Every member of the Harvard Club was asked to enter in one or more events. Only two Harvard men, and one member of the Brown Club signified their intention of entering. It has therefore been decided to give up the meeting.

The officers of the fall tournament of the Springfield Club have been decided upon as follows:—

CHAIRMEN OF COMMITTEES: Reception, Wilbur N. Winans; Racing Board, Sanford Lawton; Press, A. R. H. Foss; Hotel, J. H. Foulds, Jr.; Railroad and Storage, H. J. Winans; Tickets, W. C. Marsh; Music, H. N. Bowman; Treasurer, Charles A. Fisk; Advertising, Henry E. Ducker.

OFFICERS OF THE DAY: General Director, Henry E. Ducker; Referee, Abbot Bassett, Boston; Judges, F. W. Weston, Chief Consul, C. T. C., Boston; C. H. Potter, Cleveland, Ohio; C. A. Hazlett, Portsmouth, N. H.; W. H. Miller, Vice-President, L. A. W.; Starter, Charles E. Whipple; Clerk of Course, D. E. Miller; Scorer, George S. Miller; Timer, O. N. Whipple; Police, W. H. Jordan; Park Headquarters, W. H. Selvey; Club Surgeon, Dr. H. E. Rice.



Ground was broken last Monday for the new quarter-mile track at the Chicago Base Ball Park.

Members of the Newburyport Bicycle Club are arranging for a twenty-mile bicycle road race, to occur on Memorial Day. The course will probably be from Newburyport to Ipswich. Gold and silver medals will be offered, and entries will be received from club members only.

The Racing Board has established the fifteen-mile championship of the L. A. W., and located it with the Illinois State Division to be run 30 May.

The Springfield Club has decided to substitute a five-mile race of the 16.30 class in place of the one-legged race at its tournament on Decoration Day. We think this a wise change, and one that will commend itself to racing men.

In the junior and freshmen athletic games, on Tuesday, a two-mile bicycle race was on the list. The only entry was F. L. Dean '88; Dean went over the distance, however, giving an exhibition ride. He rode in excellent form, and, after making a beautiful spurt on the last quarter, crossed the line in 6m. 39.4.58. This beats the best college record, 6m. 48s., made at the Columbia College games in 1883 by 8½s.

## CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WISTON, *Chief Consul*,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

**Connecticut.**—F. A. Jackson, 608 Chapel street, New Haven.  
**Colorado.**—Geo. E. Bittering, 608 Harrison avenue, Leadville.  
**Illinois.**—L. W. Conkling, 108 Madison street, Chicago.  
**Massachusetts.**—F. A. Pratt, 31 Chestnut street, Boston.  
**Maryland.**—S. T. Clark, 2 Hanover street, Baltimore.  
**Missouri.**—W. M. Brewster, 309 Olive street, St. Louis.  
**New York.**—Dr. A. G. Coleman, Canandaigua.  
**New Hampshire.**—W. V. Gilman, Nashua.  
**New Jersey.**—L. H. Johnson, Orange.  
**Ohio.**—Alfred Ely, 873 Prospect street, Cleveland.  
**Pennsylvania.**—F. S. Harris, 718 Arch street, Philadelphia.  
**Rhode Island.**—A. G. Carpenter, 2 Westminster street, Providence.  
**Wisconsin.**—B. K. Miller, 102 Wisconsin street, Milwaukee.  
**Wyoming Territory.**—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A special sleeping car will leave Boston, on Saturday, 10 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): E. H. Barnard, 247 Washington street, Boston, Mass.; U. G. Walker, 2586 Broadway, Cleveland, Ohio; M. H. Witcomb, 261 Walnut street, Holyoke, Mass.; W. J. Wiley, 161 River street, Troy, N. Y.; G. S. Coutie, 29 North 4th street, Troy, N. Y.; F. F. Gage, 176 Norfolk avenue, Boston, Mass.; A. S. Pratt, Main street, Randolph, Mass.

### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal, N. B.—Consuls wanted in every city and town in Canada.

### Sign-Board Fund.

The following subscriptions to the sign-board fund have been received by me:—

ABBOT BASSETT, *Treasurer*.

Previously acknowledged.....\$53.25  
W. B. Everett, Boston.....5.00  
W. G. Kendall.....2.00  
R. G. Leyboldt, New York.....2.00  
Total.....\$62.25

## TO CORRESPONDENTS

H. D. W. F.—King of the Road.

F. LILLIBRIDGE.—We are satisfied to wait.

ON.—The Downer Kerosene Company make several lubricants from Petroleum that are very good. Their mineral sperm oil is highly spoken of.

A. G. MANG.—We will do the same.

A. A.—(1.) No riding is allowed on Boston Common. (2.) Apply to W. I. Harris, *Globe* office, Boston.

S. T. CLARK & CO.—Copies were sent. We now forward duplicates.

C. J. KERNE.—(1.) No; same size. (2.) It is a success. (3.) Not so good for racing; you should have a very stiff spring or none at all for racing. (4.) No.

E. L. ADAMS.—We cannot send copies for review.

C. E. H.—Have entered name. Many thanks for invitation, but it is impossible.

J. A. B.—There is no preparation to touch up nickel.

## FIXTURES

18 and 19 May:

Annual business meeting of the American Division of the Cyclists' Touring Club at Cleveland, Ohio.

22 May: Races of Capital Club at Washington.

23 May: Races by Ramblers Club, of St. Louis, Mo.

29 and 30 May: Tournament of Louisville (Ky.) Wheel Club.

30 May: Illinois State Division L. A. W. meet and tournament at Chicago. Fifteen mile championship. Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley. Road race of Buffalo (N. Y.) Ramblers. Ixion road race to Yonkers (N. Y.) and beyond, fifty miles. Fifty mile road race of Cambridge Club. Annual meet of the L. E. C. W. at Beverly. Races of Williamsburg Athletic Club at Brooklyn, N. Y.

Races at Manchester, N. H. Races at Providence, R. I. Run of Portland Club to Boston. Twenty mile road race, Newburyport Club.

5 and 6 June: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

18 June: Races of Trojan Wheelmen, Troy, N. Y.

20 June: Races by K. C. W. at Brooklyn, N. Y.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July:

Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**WANTED.**—48, 50, 52 and 54-inch second-hand bicycles in exchange for new ones; Columbias preferred. A. N. SHAFFER, 84 S. Hamilton street, Foughkeepsie, N. Y.

**FOR SALE.**—Coventry Convertible tricycle (social), practically new, or will exchange for single tricycle if equally good salable make; also 52-inch British Challenge bicycle. G. L. PARMELEE, 8 Chester square, Boston.

**FOR SALE.**—Victor Tricycle, 1883 pattern, \$95; 50-inch full-nickelled Expert, used nine months, with Duryea saddle, McDonnell cyclometer, and perfection alarm, \$115. GEO. W. ROUSE & SON, Peoria.

**FOR SALE.**—Two new English wheels, half-nickelled, with Apollon ball bearings; a 50 and 52-inch for \$75 each. Address P. O. BOX 382, Rochester, N. Y.

**BICYCLES AND TRICYCLES.**—Call and examine our large stock; no price list; machines not sold on instalments. BUTMAN & CO. Specialty in second-hand, 74 Tremont street.

**BICYCLES WANTED.**—At once, to meet demand for second-hand wheels. Received on consignment. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—52-inch Expert, full enamelled, run part of one season; only \$100. K. H. HODGDON, Spring street, Somerville, Mass.

**FOR SALE.**—52-inch British Challenge, nearly new, gold stripe, ball pedals; \$95. Address J., 69 Walnut street, Somerville, Mass.

**FOR SALE.**—54-inch Harvard Roadster, painted black throughout, gold striped, rubber handles, and long handle bar, "long-distance saddle," in thorough condition, has always been used light ly, ball bearings to both wheels; price \$90; a bargain; can be seen at Boston Bicycle Club, 87 Boylston street, care J. G. DALTON.

**RUDGE TANDEM TRICYCLE FOR SALE.**—Nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SIXTY-FIVE CENTS IN STAMPS** the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

**FOR SALE.**—One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled British Challenge bicycle, in excellent order; it has tool bag, tools and bell, a bargain; \$100. LEWIS RUSSELL, Box 335, Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**WANTED.**—One thousand men to buy the 1885 pattern, Warwick self-adjusting saddle; try one and you will ride no other; price only \$3.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND STAMP TO AMERICAN BICYCLE** Company, of Springfield, Mass., and receive a 1 May catalogue of second-hand bicycles.

**FOR SALE.**—One 54-inch all bright American Star bicycle, with rocker pedals; this machine is new, and has never been removed from the original crate; price \$80. ALBERT CHAPEN, Springfield, Mass.

**FOR SALE.**—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE** Company, of Springfield, Mass., and receive a \$2.00 hand tool bag, which is slightly damaged in being made.

**SEND \$1.00 TO THE AMERICAN BICYCLE** Company, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9½, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

**ANY ONE THINKING OF PURCHASING** a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

**THE AMERICAN BICYCLE COMPANY,** of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

**FOR SALE.**—52-inch Shadow, nickelled with Harrington's enamel, ball bearings to both wheels, tool bag and tools, spoke grip, lock and chain, with bell; in excellent condition; price \$100. A. O. MCGARRATT, Springfield, Mass.

**FOR SALE CHEAP.**—One 52-inch Harvard bicycle, in good order. For full particulars address JAMES G. BRECK, Springfield, Mass.

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**FOR SALE.**—One 52-inch, bright and painted Special Challenge; this machine was new last season, and is in good shape; it has roller bearings, tool bag and tools; price \$75. W. Y. BRUCE, North Woburn, Mass.

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Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

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could not get another, I would not take \$5.00 for the Cyclist's Record Book you sent me last week. I can keep an accurate and complete record of my riding without trouble." So says the secretary of a prominent club. Every wheelman should get a Record Book. They are a necessity to those who value a record of their season's mileage and the particulars of each trip. If you contemplate but a single journey a wheel, it will pay you to get one of the books. Fifty cents.

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## Rust! Rust!! Rust!!!

Entirely removed from Nickel-plate, Steel, etc., by Acme Rust Eradicator. Try a box. Fifty cents, post paid (two-cent stamps taken). Special terms to dealers. Second-hand Bicycles, Lamps, etc., cheap. "Experts," "Standards," "Ridges," and others, all sizes and prices. Enclose stamp stating wants. C. HERBERT DIAMOND, Box 2434, New York City.

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### ENDORSED BY THE BEST RIDERS.

This shoe is not machine made, but strictly hand-made flexible shoe, of the best English, French, and American stock. Warranted to last from April to November for riding purposes. No rubber to come off, no pegs nor nails to hurt the feet. Laced low to allow of adjustment. Cut high, but nicely fitted to keep from slipping. Each shoe made on a last specially modelled by us. Racing Shoes, with soles one-eighth, quarter, three-eighth, one-half-inch thick, weighing not over ten or twelve ounces. Made in any color to match uniform. All shoes patented. Price list and rules for self measurement sent on application.

STRICKLAND & PIERCE, 158 Summer street, Boston.

## OUTING

FOR June is a notable issue in its attractions to wheelmen. There are three handsomely illustrated papers on direct bicycling interest, a strong article on "Women as Cyclers"; a variety of short and vivacious articles in the "Outing Club" on various phases of wheel experience; several strong editorial articles in the same direction, and a full monthly record. The frontispiece is a striking drawing by Edmund H. Garrett, of two wheelmen among the Dutch, illustrating the interesting paper, by Dr. George F. Fiske, entitled "Ten Days in Holland and Westphalia." The leading article is by Joseph Pennell, the artist wheelman, and bears the title "With the Veloce Club to Ostia." It is strikingly illustrated by the author. The third paper in the remarkable series, by Thomas Stevens, descriptive of his transcontinental tour, shows increased interest, and has four notable illustrations, drawn by W. A. Rogers. The fact that Mr. Stevens has already started from London on the wheel in pursuance of his journey around the world as the representative of *Outing*, gives additional interest to the record of his adventures thus far.

Besides the strictly bicycle matter which *Outing* for June contains—and it would be cheap at a quarter if it contained nothing else—there are fresh instalments of Julian Hawthorne's Novel, "Love, or a Name." E. C. Gardner's illustrated summer resort narrative, "A Modern Tramp"; "The Flag of the Seven Upright Ones," and "Doc Clayborne's Last Shot," which is a thrilling war sketch, by Thomas Kirwan, and has an impressive full-page illustration, drawn by W. T. Smedley. "The Three Games of Whist" is another strong paper on this scientific game, by a leading authority. Mr. Henry A. Clapp's paper on Edwin Booth is some Non-Shakespearean parts, is one of the most careful and interesting dramatic papers that has recently appeared in periodical literature. There are strong features of interest for Yachtsmen, Canoeists, Tennis Players, and those concerned in other recreations; and the whole number is so filled with the spirit of recreation and the enthusiasm which moves the wheelman and his out door friends, that the twenty-five cents which it costs is a matter of no consequence at all, compared with the pleasure which its perusal will afford.

*Outing* is for sale by all newsdealers, or may be obtained by sending the price to the publishers, 175 Tremont Street, Boston. Price twenty-five cents; \$3.00 per year. *Outing* and THE BICYCLING WORLD will be sent to one address, one year, for \$4. Subscriptions may be sent to the office of either periodical to secure the first part of "Across America on a Bicycle," and three other serials. Subscriptions should begin with the April issue.

THE WHEELMAN COMPANY, 175 Tremont St., Boston.



## CYCLISTS' ROAD BOOK

BOSTON AND VICINITY.

Shows all the fine rides in the vicinity of Boston. All important points reached. Every local rider and every visiting wheelman should have one.

**Price 15 cents.** For sale at the Bicycling World office, J. E. Savell, 13 Walnut Avenue, *Outing*, and of the author, A. L. Atkins, 17 W. Walnut Park.

**BICYCLES** We sell Columbia, Victor, Facile, American Challenge, Ideal, Otto, and other well-known makes, ranging in price from \$8 upwards, on the instalment plan, making no additional charge excepting interest. Second-hand Wheels Bought, Sold and Exchanged. Freights equalized. Every wheelman should have our large illustrated catalogue of Bicycles and Sundries, describing many novelties, and be posted concerning our instalment plan. Friends may be induced to purchase who would not otherwise.

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The Fastest,  
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## FACILE BICYCLE,

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**FACILE**  
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For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.

**Price, 50 cents a bottle, with camel hair brush.**

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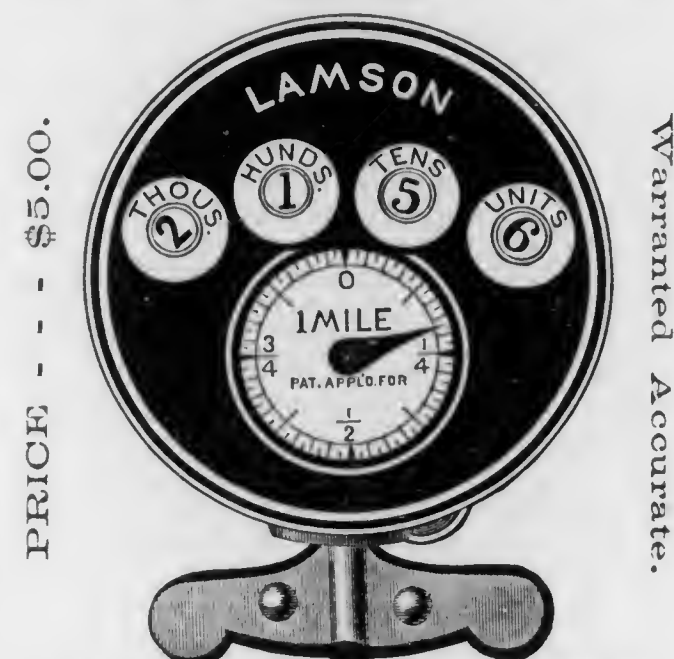
Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. **Price, 25 cents a bottle.**

**NOTICE.**—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

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## THE LATEST THING IN CYCLOMETERS.

EXACT SIZE.



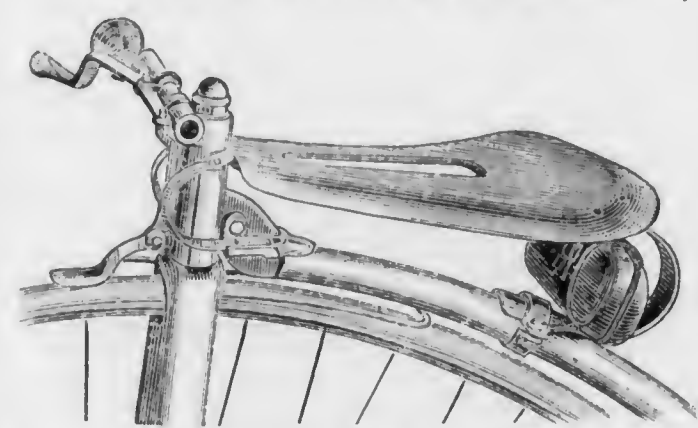
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For Bicycles and Tricycles. Weight about two ounces. The action is *really positive*, and the Cyclometer cannot fail to operate at any rate of speed on any road. It is attached to a spoke, and operated by a neat cam on the inside of the right fork, which works a lever on the back of the Cyclometer. On the end of the lever is a small rubber-covered roller, so that the action is noiseless, and the cam arrangement is such that the little roller does not project between the spokes far enough to hit the fork, and is entirely out of the way. The Cyclometer is easily put on by any one, and is out of the way of a hub lamp, is dust and water-proof, strong and durable. No springs that can get out of order. Made by a practical watchmaker, and every Cyclometer warranted. Registers up to *ten thousand miles* before commencing again at zero. The dial is easily read, and the Cyclometer is an ornament to any wheel. This Cyclometer will soon be on the market, and every effort will be made to make it perfect. Orders taken and filled in turn. In ordering, give size and make of wheel. Made by **C. H. LAMSON**, designer and patentee of the L. A. W. Badge, manufacturer of Lamson's Luggage Carriers, the Acme Tire Heater, etc.

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**THE**  
**Perfect Hygienic**  
**BICYCLE SADDLE.**

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No metal frame or tree. Springs at both ends completely compensating all jar and jolt. No pressure on perineum, and no danger from bicycle riding with this saddle. Only perfectly hygienic saddle made. Thoroughly tested last season and fully perfected. Finest material ever used in a bicycle accessory. Furnished only in full nickel. Retail price, \$6.00. Liberal discount to the trade. Ask your dealer to see it. Orders filled promptly. Send for descriptive circular. Manufactured only by

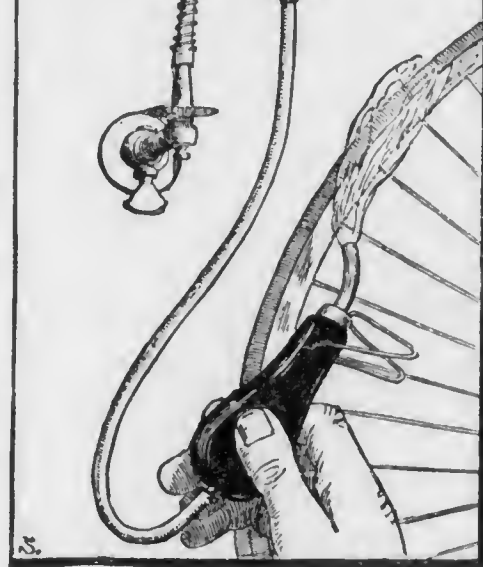
T. J. KIRKPATRICK, Springfield, Ohio.

## BEFORE YOU BUY A BICYCLE

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## The Acme Gas Burning Tire Heater

For Cementing the Rubber Tires on Bicycles and Tricycles.



Patent applied for.

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By far the most convenient Heater for use in cities and towns where illuminating gas is used. Handier and less expensive to use than an alcohol lamp. It is safe and always ready, gives plenty of heat, and (being constructed on the "Bunsen" principle) it mixes air with the gas, making combustion perfect, and does not smoke up the rim.

Each Heater is sent out packed in a perforated tin box, which in combination with the Heater will serve at home as a miniature stove for heating Water, Irons, for Soldering, or any other purpose where a small heater is required.

Full directions for cementing on Tires accompany every Heater. Such a Heater is indispensable in a repair shop, and a necessity to every rider.

## BICYCLE CLUBS ATTENTION!

Wheelman's Official Score Card.

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FOR SEASON 1885.

We are prepared to make arrangements with any club giving Meets or Tournaments in the United States. We have issued our Cards at all the principal Meets and Tournaments held in 1883-84. We pay liberally for privilege.

CORRESPONDENCE SOLICITED.

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**ARDILL'S**  
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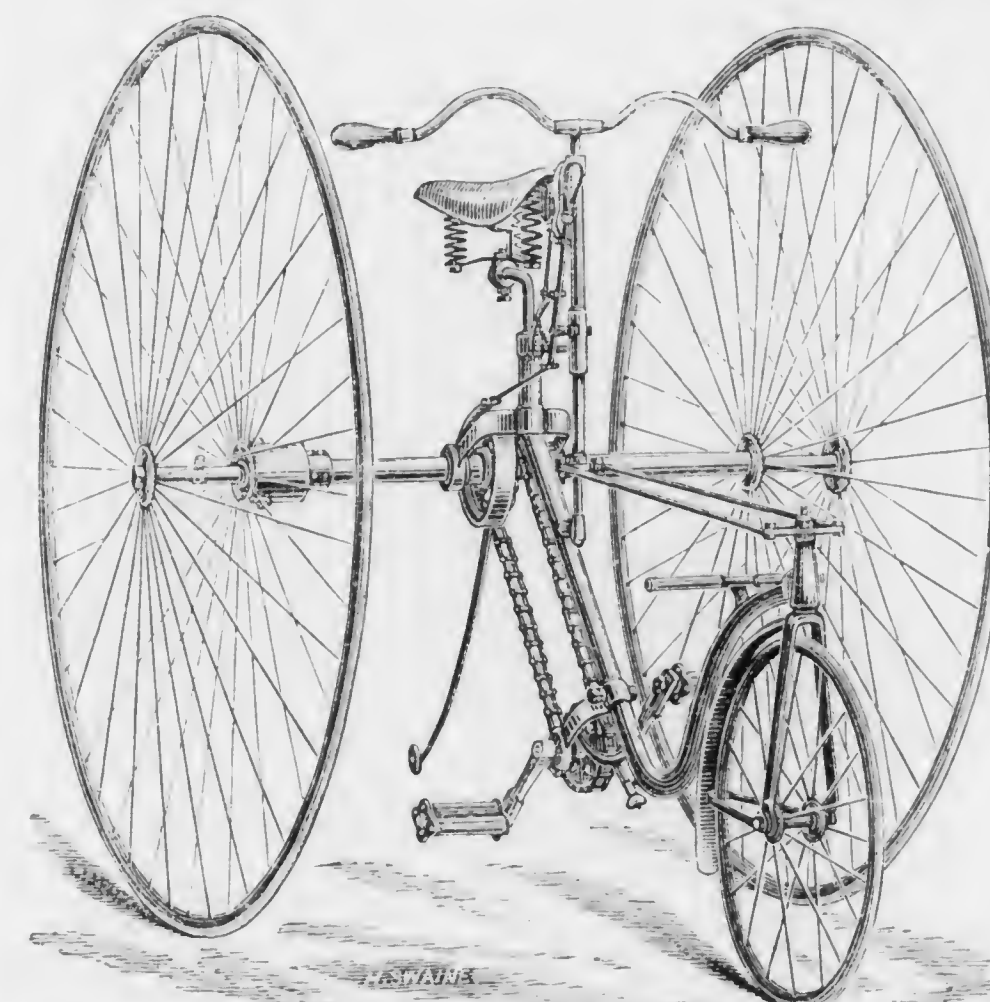
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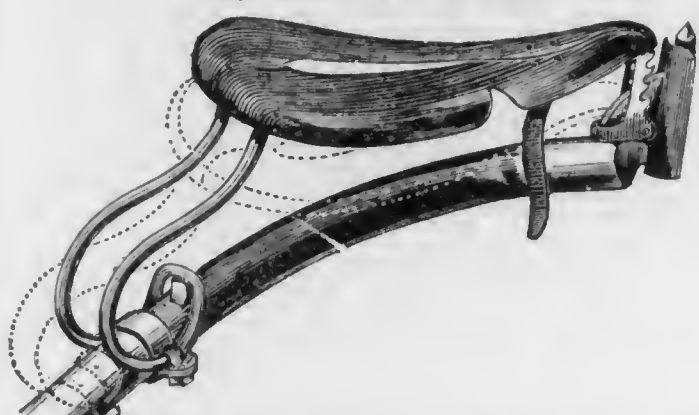
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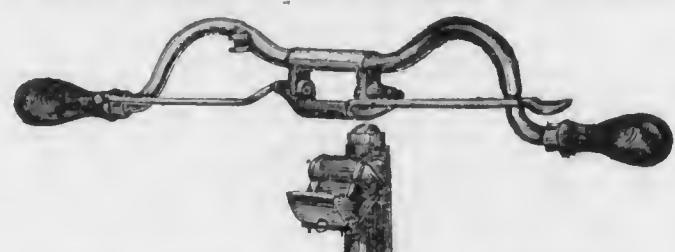
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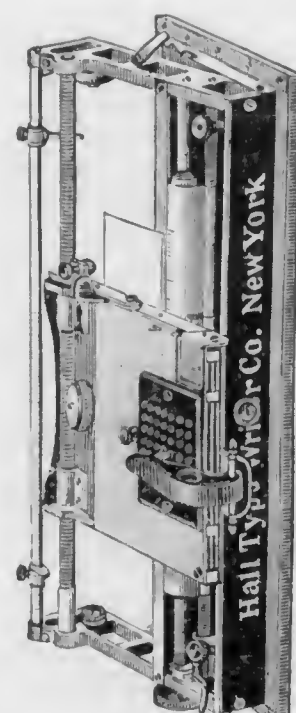
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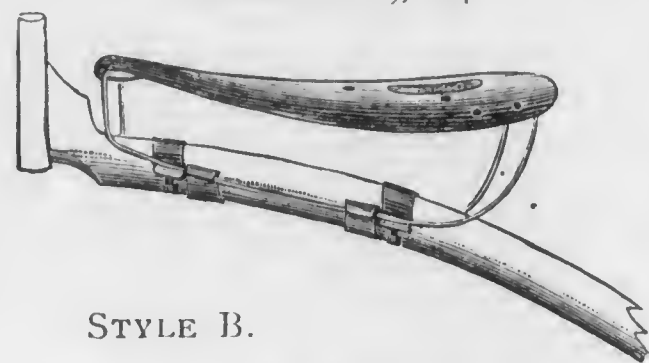
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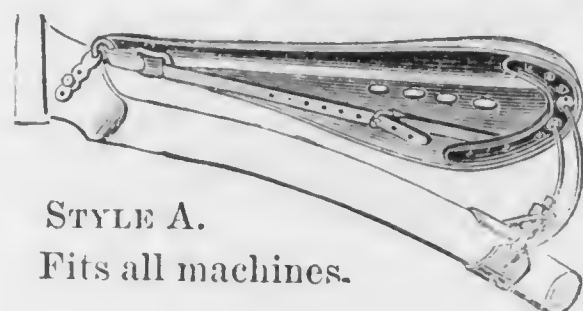
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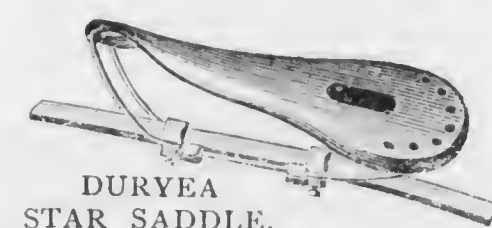


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TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturmy. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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## FIFTEENTH EDITION.

Having just finished my third season's riding on the "Expert" bicycle, I thought it might be pleasing to you to have the result of my experience, which has been exceedingly gratifying to me. My first machine (a full-nickelled 54-inch) was received June 8, 1882, and during that year I rode upwards of 712 miles; during 1883 I covered 1,270 miles, and up to May 15, 1884, I covered 405 miles,—a total of 2,387 miles. At this time the machine (with the exception of the rubber tires, which were pretty well cut up) was in first-class order, and for use as good as when it left the shop. During this time it had only been to the repair-shop once, to have the wire guard, which had come loose, brazed in, and my total bill for repairs while I was riding this machine was but fifty-five cents. This is certainly cheap enough. I sold this machine and got a new "Expert,"—this time an enamelled machine,—and since May last have ridden 956½ miles. This machine is in perfect condition, and has not cost me a cent for repairs. I am a careful rider, and ride for pleasure and the benefit of my health. I have never tried to make a record; but I ride all kinds of roads, and we have some pretty tough ones around here, which will test a machine thoroughly. My rides average from five to twenty miles, my longest being just under sixty miles. After such experience, you may readily believe I recommend my friends, when they want a good roadster, to buy an "Expert," for I don't think they can do better.

In the club to which I belong (the Pa.), and of which I have the honor of being president, there are thirty-five or thirty-seven "Experts," and I know of none of them that is not giving satisfaction; and when we are on the road I can assure you that "E." rarely brings up the rear.

I have written to you thus fully, feeling that it would be gratifying to you to know that your effort to make a machine as nearly perfect as possible is meeting, not only with the success it deserves, but with the appreciation of all riders who have been fortunate enough to select the "Expert" for their mount.

Wishing you continued success and a prosperous New Year, I am

FREDERICK MCOWEN,  
Pres. P. B. Club;  
Treas. Alexandria Coal Company,  
PHILADELPHIA, Jan. 5, 1885.

Ten days ago I received a new "Expert," through your agent, D. L. Davis, and I am more than delighted with it; and, as I am a professional man, having had chances to examine most of the different makes of machines, fully believe the "Expert" to be the best machine in the world. Yours truly,

T. O. ANGELL, JR.  
SALT LAKE CITY, Oct. 18, 1884.

In reply to yours of the 26th inst. will say I am more than pleased with my machine (54-inch "Expert"). It is very rigid and easy running.

H. D. BOSCHKEN,  
Secretary and Treasurer  
Garden City B. Club.  
SAN JOSE, CAL., Oct. 1, 1884.

Like many new bicycle riders, I thought that I must have an English machine. I purchased one, and after a time, was induced to ride a friend's "Expert." I sold my English wheel just as soon as I could, and ordered a full nickelled "Expert." This I have ridden over two thousand miles, and have not paid out one cent for repairs.

I find that it rides easier, coasts farther, and stands the usage over rough roads much better than any of the many English wheels by the side of which I have ridden, or upon which I was ever mounted.

I have yet to find the wheelman who is the possessor of an "Expert," who has any desire to exchange it for any other make.  
W. L. RATHBONE.  
RANDOLPH, N. Y., Dec. 1, 1884.

I have bought three of your "Columbia," through Mr. C. W. Edgerton, your agent here. The first was a "Special," which I gave to my brother; the second, one of your first "Experts," and the last, an "Expert" of your latest pattern. If I were in want of another wheel, I should buy a "Columbia," as I consider your bicycle superior to any I have examined, in all the points that go to make up a first-class mount.

H. J. MEYER.  
FORT WAYNE, IND., Dec. 1, 1884.

I have used a "Standard Columbia" for three years, and, excepting the tires, which are slightly worn, my Columbia is as good as ever; the bearings have no perceptible wear, being only fairly polished, and I have paid nothing for repairs during that time.

I can recommend the "Standard" as a strong, reliable machine for all kinds of roads.

C. J. McLAIN.  
FORT WAYNE, IND., Dec. 2, 1884.

Ten days ago I received a new "Expert," through your agent, D. L. Davis, and I am more than delighted with it; and, as I am a professional man, having had chances to examine most of the different makes of machines, fully believe the "Expert" to be the best machine in the world.

T. O. ANGELL, JR.  
SALT LAKE CITY, Oct. 18, 1884.

I made up my mind that when I had ridden 2,000 miles on my tricycle I would give you a description of what I had done. I have ridden it in all kinds of weather,—when the thermometer has been down to zero, and up to ninety in the shade,—on every conceivable kind of road, over gutters, cobble-stones, in slush three inches deep, on the ice, and now I have at last ridden on the top of a gas-holder. I rode up over curbstones six inches high with ease, by lifting the steering wheel high enough to clear; in fact, I begin to think that I can ride it over anything. In a rough calculation I have estimated that I have carried about a ton weight in packages during the time that I have been riding. I have never had occasion to tighten the adjustment of the bearings but twice, and there is not a loose spoke in the whole machine. During all this distance there has never been a time when the tricycle has not been in condition to ride, with perhaps one exception,—I neglected to oil the differential gear for nearly two months, and it tightened so that I had to overhaul it; but fifteen minutes' work put the machine in shape, and to-day, after riding 2,000 miles, I consider the machine to be practically as good as ever. Taking into consideration the rough riding that I have done on it, the tricycle has stood the test remarkably well. The power gear that you sent me I consider an indispensable addition, and would not be without it. I would advise every one who purchases a tricycle to have the power-gear attachment; it is of great assistance in pushing through stiff mud or snow and up grades, or over rough places. In fact, I would not consider the tricycle complete without it. Hope I have not made this letter too long; but when I get started on the subject I hardly know when to stop. I really think I could write a whole book on the use of the tricycle.

W. H. MILLER,  
Vice-Pres. League of American  
Wheelmen, Pres. B. Club.  
COLUMBUS, OHIO, Jan. 7, 1885.

Send back my "Doctor" (Columbia Tricycle) as soon as you can, for "he" has given me more health and happiness than all medicine and physicians I have ever taken or seen put together, and it's no less than two thousand dollars I have spent on these.

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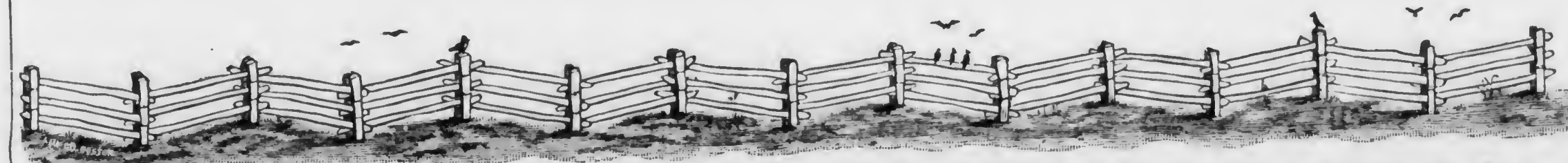
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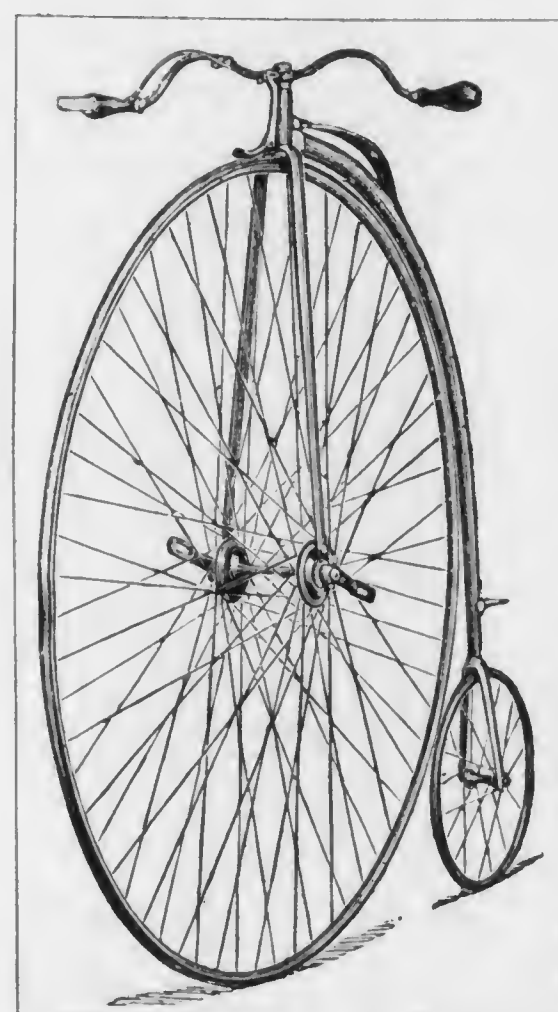
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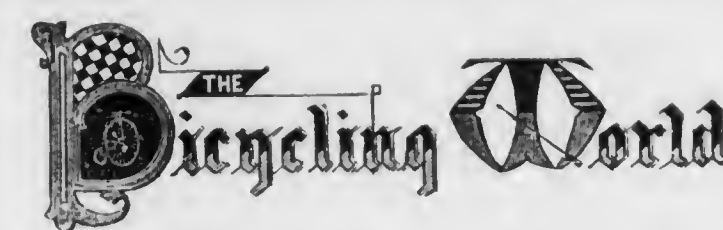
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John Wilkinson Co., 68 Wabash Ave., Chicago.  
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
Geo. R. Bidwell, 4 East 60th St., New York.

ABBOT BASSETT . . . . . EDITOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 22 MAY, 1885.

THAT the bicycle has arrived at or very near perfection in design, all will readily admit, and it but remains for some genius to tell us how to produce platinum so that we can make a machine to weigh but one third as much as the steel wheel, and at the same time be much stronger. But the tricycle still presents a fertile field for the work of our inventors, and the perfect machine has yet to be built. The tendency at present is towards the wheels of the Greyhound type, which have the steering controlled by the bicycle handle. These wheels have caught the public favor, and manufacturers are showing them in various forms. The first impression of the wheels with this steering is not favorable, for the rider is hemmed in between the handle bar and the saddle post, and in case of an accident it would be hard to jump out. This same objection was raised when the front steers came in, and the advocates of

the rear steerers used to exclaim against the "hemmed in" position of those who preferred the front steerer; but long usage has shown that men do not often jump out of a tricycle in motion, be it front or rear steerer, and with a due exercise of care on the part of the rider, a sudden exit is seldom if ever necessary. We believe in the bicycle steering, and we think the machine of the future has got to have this feature.

AMERICA can boast a better record for a mile than can England; but we mustn't crow much until we put twenty miles inside an hour, and lift the twenty-four hours' record a little higher above the two hundred mark. This year will see both accomplished.

THE racing board has done a good thing for the fast men in making the average time count for a record instead of the slowest. We have seen great injustice done by taking the slowest time.

Among the many points in cycling which were once thought all right, and are now voted all wrong, none is considered more so than foot-path riding. This is bad in an individual, but doubly so when indulged in by a whole club. Where a community accords all rights to wheelmen, it places them under a moral and legal obligation to respect the rights of others. Sidewalk riding is against the law, and wheelmen should not practise it.

WE were shown a letter the other day, which was received by a well-known wheelman from the owner of a valuable race horse, who bitterly inveighed against the bicycle, and remarked that it should be excluded from the highways, saying, *inter alia*, that bicyclists were a set of snobs. We looked at the date to see if the communication was a recent production, for we thought the day for these opinions had gone by, and as it was not ancient, we concluded that the writer must have been at the Rip Van Winkle business. If a horse is so timid and skittish that he is unable to pass a bicycle in the high road, in the year 1885, he is unfit for the road, and public safety should demand his retirement. We do not think it worth while to reply to the charge that all bicyclists are snobs, for we see nothing in the machine to bring about such a change in

those who use it ; but we think we could preach a very pretty iittle sermon on the noble animal that has a tendency to brutalize all who come in contact with him.

THE Springfield *Gazette* thinks the new racing rules, in so far as they endeavor to purify amateurship, cannot be enforced. Perhaps they cannot, but the League has inserted the entering wedge of a policy which will lead it to throw all its influence in favor of pure amateurship. It can do no more at present than exert an influence, but that influence will educate riders up to a point where they will be willing to sustain the organization in enforcing what it now can only recommend or try to enforce. Now let the League take the stigma from the professional, and the classes soon be separated.

A correspondent who, we think, overshoots the mark by a good deal, in the course of a letter on the admission of professionals to the I. A. W., introduces the following paragraph: "The admission of professionals to the League, means the annihilation of the organization from the position it now occupies, as a body sustaining cycling, down to that of one supported by grasping men, whose sole aim is to coin money without regard to the methods; deserted by all true wheelmen, finally to die an ignominious death."—*Atlanta*.

THE correspondent pays a tribute to the number and the ability of the professionals, which should make us wish to include such a large and powerful element in the League; but his statement is illogical and unsupported. There are examples to prove the contrary effect on the admission of professionals; none to prove the truth what the "correspondent" advances.

AND now Providence comes forward with a wheel that is to revolutionize things. Of course it is the production of a carriage builder, and has mammoth wheels. The last mammoth-wheeled tricycle we saw was so fast that the police would not allow it on the street, so the builder said. It is now on the scrap-heap.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Buffalo.

*Editor Bicycling World:*—Another gentle snowstorm, with its soft, feathery flakes, delighted (?) us last Saturday, the 9th. *Don't* you wish you were coming here on the 30th?

It is now pretty certain that the Buf-



falo Club will get into suitable quarters, and get settled by 1 June. The regular monthly meeting was held last evening, and some important amendments to the constitution were adopted, among them one raising the dues from \$5 to \$10 a year. This does not apply to present members, however, as the annual dues for this year have been paid. New members, who apply before 1 June, will also get the benefit of the present constitution, as the amendment cannot take effect until ratified at the June meeting. It is confidently expected that the membership will be largely increased as soon as the club has a home. P. X. Q.

#### East Greenwich, R. I.

*Editor Bicycling World:*—A kind and sympathetic mention of the writer, in a recent issue of the WORLD, in relation to his being stationed on Cape Cod, necessitates, to my many wheeling friends, this note. After reaching South Yarmouth (a delightful place and people), and unpacking, the offer of a transfer to East Greenwich, R. I., thirteen miles from Providence, was received, and, for a variety of reasons, has been accepted, and a second move in two weeks was made. Correspondents will please notice the change of address. I had some opportunity to find out the quality of the roads in that part of the Cape, and wish to say that, for some distance thereabouts, the main roads are of loam and clay, and not altogether of sand. Of course East Greenwich is a vast improvement in a very important respect; a continuous ride to Boston is now possible when graver duties will allow.

S. H. DAY.

11 MAY, 1885.

#### North Carolina.

*Editor Bicycling World:*—Seeing nothing of note regarding bicycling doings in this section in your paper, and knowing that you have many subscribers in this and neighboring towns, I thought a few lines might be of service. The Charlotte Bicycle Club is of four years standing, and at present time has twelve members. We have also about a dozen unattached riders. Many of our members of the years gone have left us for pastures new. Our streets and roads are nothing to boast of, but many pleasant rides may be had in this vicinity. Our club elected officers at annual meeting in May, and starts out on the new year with bright prospects.

One of our promising racing men, Mr. Will Pharr, met with a serious accident last fall in his cotton gin machinery, and came near losing his left arm, which disables him from racing the coming season. Messrs. Prince and Morgan, the champion professionals, opened negotiations with us recently, and we succeeded in getting them to visit us. The people all through this section look on John S. Prince as invincible on wheels,

for he has, up to the present time, defeated all the horses that have been pitted against him. They give us a farewell series of races on the 20th; this will be their third days' race here, and we expect lightning to strike something that day. He goes five miles against five horses, fresh horse every mile, and it will certainly be a race from the word go. Our club, in company with Prince and Morgan, went down to Columbia, S. C., by excursion train Thursday last, and a gay old time we had. The Columbia boys met us at the depot, and escorted us in grand style to the hotel. Races were given in the afternoon, at the fair grounds, and the champions had a large and enthusiastic crowd to greet them. We have found Messrs. Prince and Morgan to be perfect gentlemen, as well as fast riders, and we bespeak for them the patronage and encouragement of the wheelmen in whatever section they may chance to visit. We know their presence with us will prove a great benefit to the sport we love. I will now close, and trust these lines may be of interest, as coming from a section that is not often heard from. T. T. GILMER.

CHARLOTTE, N. C., 16 May, 1885.

#### MANUFACTURE.



The Humber Automatic Steerer, or "Cripper."

MADE BY HUMBER & CO., NOTTINGHAM, ENGLAND, AND IMPORTED BY L. H. JOHNSON, EAST ORANGE, N. J.

The Humber tricycle, first introduced in 1880, demonstrated the many advantages of bicycle steering for tricycles, over the conventional "spade" handles placed at the side; but it is only within the past year that Humber & Co. placed this boon within the reach of ladies by applying it to the front-steering tricycle.

The Humber Automatic Steerer is so named from a simple arrangement of coiled spring and wedge collar on the steering rod (patented), by which the

steering wheel is kept in a straight line, unless deflected by pressure on the handles. This, unlike some imitations, is not affected by any weakening of the spring. It is called the "Cripper," from a well known English rider of the machine.

The specifications of the automatic steerer are 40 or 44-inch driving wheels, geared to 48 or 54 inches, respectively; 18-inch steering wheel. Tires are of 3/4-inch red rubber in hollow rims, 52 or 56 No. 11 direct spokes screw into gun metal hubs. The frame is a simple T, consisting of vertical saddle-tube, bending at the axle and dropping at an oblique angle to the pedal bracket. At the lower end, the steering wheel backbone is attached, while a curved tubular brace stiffens the upper end of the steering rod "jacket pipe." The handle-bar is of tapered steel tubing, bent back at the end, and is twenty-six inches long. A powerful strap brake on the axle is applied, through an ingenious connection following the frame by a horizontal lever on the handle-bar. Humber's noiseless chain, bicycle cranks and pedals, and adjustable ball bearings to all wheels, and crank shaft are fitted. The machine is thirty-six inches wide, and weighs, complete, as shown in cut, sixty-one and one half pounds. It is finished very handsomely in enamel, with fine gold lines and nickel-plated fittings. The price is \$195. It will be furnished to order, with solid rims, and enamelled throughout, for \$180.

The Humber Automatic Steerer is already a great favorite with expert lady riders, and with gentlemen who prefer a front steerer to the regular Humber. Not only is the machine under more perfect control than with ordinary side steering, but the position of the handles affords better pull and greater comfort in riding. Mr. Johnson has the Automatic Steerer in stock, as well as the Ladies Humber, a central-geared, open front, light machine, of a more conventional pattern.

#### The Trade.

We take pleasure in calling the attention of our readers to the Quadrant tricycle, of which J. A. R. Underwood is the sole United States agent. We cannot do better by our readers than to furnish them with a copy of the following letter written by "Faed" to a friend in the country:—

*My Dear Frank,*—It is a pleasure to answer your inquiries about the New Quadrant. I am thoroughly delighted with the machine. During the past seven weeks I have ridden it over 1,400 miles without its requiring repairs costing a penny. I, of course, except the straightening of the frame necessitated by my dive into the ditch at Henlow one foggy night. I never picked up a trike so thoroughly well made; the work throughout is A 1, and the materials must be

O K to stand my rough riding. The machine wants a bit of learning before the action becomes quite familiar, but I think that riders who have never ridden either the bicycle or the Humber pattern tricycle will find the Quadrant much easier to learn than the Humber steering, whilst for all it is a vastly more comfortable tricycle, there being an entire absence of strain on the arms such as the Humber pattern entails. It is very speedy on the road, as the position is the same as on the Humber; but the weight is better "poised" upon the axle, and *no leg power is wasted in steering*. In this latter respect it resembles the Cripper; but the Quadrant possesses the unique advantage of its large and rigid steering wheel; I also find that the perpendicular steering-post of the Quadrant renders the guidance easier, preventing the zig-zag tendency when pulling at the handles, which is so objectionable with machines having sloping steering posts. In rising hills, there is no tendency for the front wheel to lift, although I am so well poised on my axle that I can at any time lift the front wheel, so that it jumps over sewer gratings, bricks, puddles, or similar obstructions on the road; this sounds paradoxical, but it is solid truth. At first I was afraid that the patent bottom bracket was too light to bear the strain, but it turns out to be surprisingly rigid. I ride the machine everywhere, geared up to sixty, and have done some of my best road work upon it, one of my most recent journeys covering one hundred and fifty-four miles in sixteen consecutive hours. I don't trust makers' weights, but have tested it myself. It scales sixty-four pounds completely equipped for the road, including brake, lamp, gong, tools in pouch, log, cradle spring, and saddle.

Yours faithfully,

A. J. WILSON.

These machines can be seen by calling on Mr. Underwood, and we recommend all who can to take a run out to Dorchester.—*Adv.*

The Ranelagh Club has "caught on" with Boston wheelmen. The Coventry Machinist Company sold their whole importation at once, and cabled at once for more; but there is such a run on the machine that it is doubtful if any can be delivered before August.

We saw the new Butcher cyclometer the other day, just from the works. It is a dainty little instrument, and we believe it will prove trustworthy.

#### North Carolina.

The "Nomadic" professionals, as you aptly term them, are just now enjoying themselves hugely in the "Carolinas," thanks to the enterprise of the Charlotte, N. C., and Columbia, S. C. bicycle clubs.

The public have eagerly patronized bicycle races, giving us the largest attendance of any places visited in the South.

Mr. T. T. Gilmer, of the Charlotte

Bicycle Club, Capt. Asbury, do., and many others, take the BICYCLING WORLD, and read it closely. Mr. Gilmer says, "I look for it as regularly as I look for Sunday."

The Charlotte Club have shown us much that is interesting to travellers around their city. The gold mines and their working was shown us last week, also many famous springs, the purity of whose waters Carolinians never tire of singing their praises.

The principal street here is paved with gold, or in other words, macadamized with golden ore taken at random out of the bowels of the earth. The tracks here number two, one of which was constructed especially for bicycling, and is six laps to the mile.

The other is a half-mile, and but for a slight up-hill grade, would be fast for racing.

The Columbia, (S. C.) boys are ardent admirers of your paper. Mr. Berry, the leading bicyclist, says "you hold the fort in bicycling journalism, in Columbia."

Our races on the 20th, here, will practically close our Southern trip. Then for East and glory.

Regarding the bill passed in the legislature of the State aimed at bicyclers, there is a great deal of excitement.

North Carolina, and, indeed, South Carolina wheelmen, are deeply interested in your last two issues of BICYCLING WORLD, through the interest you manifested editorially regarding the closing of one thoroughfare in Wilmington, N. C., to wheelmen.

Speaking to Col. Charles R. Jones, editor of the *Daily Observer*, of this city, last week, regarding the matter, and showing him your editorial on the question, he doubted the genuineness of the report, that the road in question was closed to wheelmen, for said he, I know Mr. Charles Stedman, president of the Wilmington and Coast Road Company, and can hardly believe he has gone back on our bicycle boys. Col. Jones has a son a very promising rider, and of course is going to look into the matter.

While in Columbia, S. C., on Thursday, I met Mr. J. R. Wilson, a member of the Wilmington Club, and asked him for particulars. Mr. Wilson said, "Yes, the report is true: the company in question have closed the road to wheelmen." Mr. Wilson further stated, that it was his belief from personal knowledge, that politics was at the bottom of the affair. It seems that the president of the Wilmington Club is the son of a very strong political opponent to the president of the road company; hence the hate shown to wheelmen. Mr. Wilson further stated that the riders of his city had repeatedly offered toll to pass over the road, but in each instance had been turned away. The road in question is eight miles long, and of course is in fine condition for bicycling. The bill was smuggled through the legislature, and should be repealed and kicked out. The League, Mr. Wilson says, has been appealed to and

have done nothing up to now to right them, and show the Carolina Road Autocrat his wrong doing. I hope in this instance the League will show its authority. SPOKES.

#### St. Louis.

St. Louis wheelmen, who are in training at the track in the amphitheatre of the Fair grounds, have certain difficulties to contend with in the arrangements of Buffalo Bill's "Wild West." The cowboys are diligent in their rifle practice, and as they persist in the belief that they are still as free as they were on the reckless frontier, bullets often whizz uncomfortably near the bicyclists, or sing about their ears as they wheel about in their endeavor to beat the record. They have interested spectators, however, in the Indians, who deeply contemplate the strange machines, and give vent to approving grunts. Cola Stone caused great excitement among a group collected about the camp fire, by riding by on one wheel. The Indians sprang to their feet in astonishment, and followed his progress with loud encouragement. He tried to induce one of them to mount, but he said that a pony was good enough for him. Percy Stone, a brother of Cola, is looked upon as a coming racer, and it is thought he will soon beat his big brother.

St. Louis now has three thoroughly reliable and pushing dealers in wheels, viz.: The St. Louis Wheel Company, the Simmons Hardware Company, and the E. C. Meacham Arms Company.

A bicycle race is the first event on the programme of the sociable of the Knights of Honor at the Fair Grounds next Monday afternoon. The prizes are a gold medal, pair of ball pedals, and a nickel-plated hub lamp.

The tandem sociable is the coming favorite. Last week Arthur Young and a young lady went to Baldwin, some miles beyond Manchester, and returned the same day, making the trip over fifty miles, neither much fatigued by the ride.—*Spectator.*

#### Notes by the Way.

If I were a dealer in bicycles and tricycles, that is, belonged to that shekel gathering class denominated as the "trade," and wanted to create business, I would invest in a goodly number of copies of "Health Upon Wheels." Having done so, and judiciously inserted between their pages in a tasteful manner such an advertisement as would create a favorable impression of myself and my machines, I would lie in wait for the maimed, the halt, and the blind.

EVERY asylum for the unfortunate, every retreat for the afflicted, every hospital, every resort of invalids would have placed within their walls or confines a copy. Let the weak and sick know that on a sociable or tandem they can regain their health and strength, and yet do as much or as little work as their phy-



siques can with safety and pleasure stand, and the sale of doubles would be immeasurably increased. Let the suffering dyspeptic, making himself worse by constant dosing, know that a tricycle or bicycle will bring him back his appetite and digestive powers, and every dyspeptic that deserves to get well will be found on a cycle of some sort.

If I were in the business I would do what I could to decimate just such unfortunates as Dr. Stable's book contains. I would do all in my power to educate the public to restorative powers of nature and the value of cycling exercise over all others. I would meet the pill mixer, the quack and the patent medicine man on their own ground. I would see if it were possible to convince the public that the royal road to health and happiness is not through the mouth, down which one can with impunity pour the concoctions of the pharmacists.

We have given the public races, we have given it parades, we have given it tours. Every one knows that the cycle is fast, and that boys have no end of fun taking runs into the country; but we have not educated the people to a thorough understanding of the physical benefits to be derived from an intelligent use of a wheel, and this should be the aim of those who are most benefited by every accession to the ranks of cyclists.

In reading the little work I have mentioned, I ran across these words: "Tricycles are made to suit any given height; they are made to measure just as ulsters are, though I do not care for those that, by lowering or elevating the seat, are said to be suitable for either short or tall people," and was pleased to find that it is gradually becoming an appreciated fact that tricycles as well as bicycles should be chosen with care.

It is economical, and, no doubt, convenient to possess a machine that can be ridden by a whole family, and, of course, the makers prefer to have all their customers satisfied with one size; and some even recommend one pattern for all sorts and conditions of men and women. It is cheaper to turn out cycles by the hundred, with one just like the other—on the ready-made clothing system—and the results are about as good—so far as individuals are concerned.

FORTUNATELY the condition of the trade is such that one has more than one make to choose from and is not compelled to put up with the notions and ideas of one manufacturer or go without. This fact, however, is not appreciated by many riders, and the amount of ignorance displayed by some people in choosing a mount, is appalling. I was in the ware-rooms of a cycle dealer the other day, and was shown a tricycle reserved for a

friend of mine. The machine itself was a beauty, it was a good pattern, well made, splendidly finished, but was light enough for an experienced feather weight, while my friend was a heavy novice.

If a man don't know what he ought to have, he should consult some one who does. This suggests a new field of employment. If a man of means wishes to decorate and furnish a house, but lacks the knowledge and taste to do it himself, he goes to some one versed in such matters. We have professional shoppers, and ladies often purchase dry goods by proxy. So if one not well up in horse flesh wishes to purchase a horse, he gets some one with a knowing look, a cigar and a fierce mustache to look the animal over and pass judgment on it; but the veriest novice will without hesitation choose a cycle, and nine times in ten get something entirely unsuitable to his condition and uses.

HERE is a chance for some one to be an expert buyer of machines. To purchase for a small remuneration a machine, suitable for the one who is to use it. At all events there should be more intelligent buying.

I ENJOYED a glorious run the other day on a club tandem with Gaskell. The machine ran beautifully and stood up to its work in the most magnificent style. Though I have tried all sorts of machines, give me a tandem for real fun. For speed, safety, comfort and sociability the tandem carries off the palm. We were able to leave everything in the way of cycles, and horseflesh.

BY THE WAY.

207 1-2 Miles.

FRED RUSS COOK, of San Francisco has made a very creditable ride on his Victor bicycle, and if he can substantiate his statements, he will take the long distance record for America. He is supported in what he says by Mr. George H. Strong, of San Francisco, and by several others. Cook started 2 May from San Francisco at 1.30 P. M., and rode to Gilroy, eighty-one miles, in seven hours, arriving at 8.30 P. M. Left Gilroy at 9.30, and rode in the dark to Milbrae, sixty-four and a half miles, arriving at 6.15 A. M. Left Milbrae at 7 A. M., and rode to San Jose, thirty-four and a half miles, arriving at 10.30 A. M. Left San Jose, and arrived at Belmont, twenty-seven and a half miles, 1.28 P. M., making two hundred and seven and a half miles in twenty-four, with two minutes to spare.

The Church Awheel.

THE following is the time table and route of the Clerical Wheelmen's Tour through Canada:—

Wednesday, 5 August. Niagara Falls, International Hotel. (Guide Book, p. 49.) 5. St. David's; 6. St. Catherine's, Welland House. (D.) 10. Jordan; 4. Beamsville; 6. Grimsby; 10. Stony Creek; 7. Hamilton, G. B. page 50; St. Nicholas Hotel. (S. L. B. D.); Whole distance, including the bridge, fifty miles. Thursday, 6 August. Hamilton, (G. B., page 51). 5. Dundas; 20. Galt, Imperial Hotel. (S. L. B.) Whole distance twenty-five miles; total from Niagara Falls, seventy-five miles. Friday, 7 August. Galt, (G. B., page 44). 10. Ayr; 5. Wolverton; 24. Drumbo; 7. Innerkip. (D.); 114. Woodstock, (O'Neil House. (S. L. B.) Whole distance thirty-six miles; total from Niagara Falls, one hundred miles. Saturday, 8 August. Woodstock, (G. B., page 43, 38). 7. Beachville; 3. Centreville; 2. Ingersoll; 6. Thameford; 13. London, (G. B., page 36). City Hotel; Whole distance, thirty-one miles; total from Niagara Falls, 142 miles. Sunday, 9 August. London, (Read Exodus, 20:8-11.) Monday, 10 August. 6. London, (G. B., page 39); 5. St. John; 24. Bire; Elginfield; 33. Lucon; 2. Clandeboy; 6. Centralia; 4. Exeter, Central Hotel; (D.) 13. Brucefield; 6. Verna; 6. Bayfield; 12. Goderich, (G. B., page 40). British Exchange. Whole distance, sixty-six miles; total from Niagara Falls, two hundred and eight miles. Tuesday, 11 August. Goderich, (G. B., page 40). Short runs. Wednesday, 12 August. Goderich, (G. B., page 40); 8. Holmesville; 4. Clinton; 9. Seaforth, Queen's Hotel. (D.) 6. Dublin; 6. Mitchell; 5. Seberingville; 6. Stratford, Albion House. (S. L. B.). Whole distance, forty-four miles; total from Niagara Falls, two hundred and fifty-two miles. Thursday, 13 August. Stratford, (G. B., page 45); 8. Shakespeare; 11. New Hamburg, page 82; 4. Baden. (D.) 7. Berlin; Waterloo; Breslau; 12. Guelph, (G. B. page 51.) Wellington. (S. L. B.) Whole distance, forty-two miles; total from Niagara Falls, two hundred and ninety-four miles. Friday, 14 August. Guelph, (G. B., page 53.) 8. Bristol Arms; 17. Georgetown; 4. Norval. (D.) 6. Brampton; 9. Cooksville; 16. Toronto, (G. B., page 52); Walker House. Whole distance, sixty miles; total from Niagara Falls, three hundred and fifty-four miles. Saturday, 15 August. Toronto, (G. B., page 52); short runs. Sunday, 16 August. (Read Exodus, 20: 8-11.) Monday, 17 August. Toronto, (G. B., pages 53, 56.) 2. Leslieville; 2. Norway; 4. Half Way House; 3. Scarborough Crossing; 3. Highland Creek; 3. Rouge Hill; 2. Dumbarton; 1. Liverpool Market; 3. Pickering; 6. Whitby, Royal Hotel. (D.) 4. Oshawa; 9. Bowmanville; 5. Newcastle; Arlington Hotel. (S. L. B.) Whole distance forty-seven miles; total from Niagara Falls, four hundred and one miles. Tuesday, 18 August. Newcastle, (G. B.,

page 56.) 5. Newtonville; 84. Welcome; 34. Port Hope; 7. Cobourg, Arlington Hotel. (D.) 8. Grafton, (G. B., page 57); 3. Wicklow; 5. Colborne; 8. Brighton, Clarke House. (S. L. B.). Whole distance, forty-eight miles. Total from Niagara Falls, four hundred and forty-nine miles. Wednesday, 19 August. Brighton, (G. B., page 57). 10. Trenton; 12. Bellville, Dafeo House. (D.) Shannonville, (G. B., page 58.) Milltown; 25. Neptune; Huffman House. (S. L. B.). Whole distance, forty-seven miles; total from Niagara Falls, four hundred and ninety-six miles. Thursday, 20 August. Napanee, (G. B., page 58.) 10. Odessa; 5. Westbrook; 4. Cataraqui; 3. Kingston, British America. (D. etc.). Whole distance, twenty-two miles; total from Niagara Falls, five hundred and eighteen miles. Friday, 21 August. Boat among the Thousand Islands to Brockville, and return to Kingston. Saturday, 22 August. Kingston, (C. B., page 58); 3. Cataraqui; 4. Westbrook; 5. Odessa; 10. Napanee, Huffman House; (D.) 25. Belleville, Dafeo House. Whole distance, forty-seven miles; total from Niagara Falls, five hundred and sixty-five miles. Sunday 23 August. (Read Exodus, 20: 8-11.) Monday, 24 August. Belleville, (G. B., page 57); 12. Trenton; 10. Brighton; 8. Colborne; 5. Wicklow; 3. Grafton; 8. Cobourg. Whole distance, forty-six miles; total from Niagara Falls, six hundred and eleven miles. Tuesday, 25 August. Boat from Coburg to Toronto. Wednesday, 26 August. Boat from Toronto to Niagara. Wheel to Drummondville, arriving there either Tuesday afternoon or Wednesday forenoon, as the tourists may elect. Then across the new Suspension Bridge to Niagara Falls; total distance on the wheel during the tour, six hundred and twenty-one miles—not including short runs. *Exeunt Omnes!*

The tour has been projected by Rev. Sylvanus Stall, of Lancaster, Penn. All cycling clergymen are invited. The whole distance will be six hundred and twenty-one miles. A hand-book, with full particulars of the tour, has been issued.

#### A New Wheel.

If early some fine morning, ere long, the residence of some of our level, smooth streets, should see passing swiftly by, a strange-looking object, resembling a pair of immense wheels with numberless spokes of steel rods running from the tire to smaller wheels, instead of to a hub, while between the immense wheels, in a sort of a cradle, sits a man enjoying his ride, without much motion or much exertion—if any of our residents should see something of this sort passing swiftly by early some morning ere long—they need not be frightened at all. That man will be Mr. Mason S. Peck, and that strange object will be his new patent machine, on its trial trip. Mr. Peck has

long been one of our citizens, and is a carriage painter by trade, having a shop on Ship street. This machine he has been at work upon for a year or more, and it is now nearly completed. He calls it a "Decicycle," from its having ten circles, though he intends, when it is completed, to paint on the sides, "Ezekiel's O Wheel," from the vision of the Prophet Ezekiel, as related in Ezekiel x.: "And when I looked, behold the four wheels by the cherubims, one wheel by one cherub, and another wheel by another cherub; and the appearance of the wheels was as the color of a beryl stone. And as for their appearances they four had one likeness, as if a wheel had been in the midst of a wheel. . . . As for the wheels, it was cried unto them in my hearing, O wheel."

A description of the "Decicycle" will give some idea of it, though it must be seen to be thoroughly understood. It may be said here that Mr. Peck has a patent on his invention, or on such portions as he claims as his invention. In the first place there are two wheels, about eight feet in diameter, the tires or rims of best steel, being twenty-five feet and two inches in length. From each of tires or rims straight steel rods or springs, eighteen or twenty inches long, extend a smaller wheel, directly inside the outer wheel while bent steel rods or springs nearly twice as long as the rods above mentioned, extend diagonally to a still smaller wheel, perhaps a foot outside the line of the other two wheels. In this smaller wheel is a ratchet wheel, working on the inside, connecting with the crank which furnishes the propelling power to the decicycle. Here, then, are six circles or wheels, each three acting independently, which may be called the running gear of the machine, and each of them is set up two or three feet apart. Any movement of one of either three is imparted to, or rather is a portion of the whole three. Making the spokes of the wheels of steel rods or springs gives strength and lightness. There are four more wheels or circles, an inch or two less in diameter than the inside of the second wheel described. These are arranged in pairs just inside the second wheels, the two of each pair being far enough apart—two or three inches—to allow a number of flange rollers to run freely, and on these flange rollers the second wheel runs. This allows the second wheel (and of course the outer wheel and the small wheel with the ratchet) to turn fast or slow without moving the inner wheels—in fact, running upon them. These inner pairs of wheels, which are of course just as far apart as the two trios of wheels—two or three feet—are connected by a frame work no heavier than is necessary for strength. Fastened to the frame work of these inner wheels, and hanging within a foot of the ground, is a sort of a cradle, in which sits the man who propels the machine. This cradle balances itself, and is connected with the running-gear of the

decicycle only by the flange rollers resting between the inner wheels, and the only object of these inner wheels, flange rollers, etc., is to attach the cradle or seat to the running-gear with as little friction as possible. This accounts for the ten circles.

The manipulator of the decicycle can easily balance himself in the cradle and work the machine; but it is easier to do this by sitting on one side of the cradle. This would throw the cradle off the centre, and to remedy this, Mr. Peck has put an arm at each end of the cradle, in the end of which is a smaller roller, so that the cradle remains level, however much the occupant moves about. This cradle is large enough to hold two persons comfortably, and is provided with hampers for provisions, etc., in case any one wishes to go out for a day's ride, or a picnic, or anything of that sort.

The manipulator seats himself in the cradle, and by turning the crank, starts the decicycle. This is not very hard work on level territory, and some idea of the speed that may be obtained can be gained from the fact that one turn of the crank carries the decicycle twenty-five feet. Mr. Peck, however, is not aiming so much for speed as for comfort and for easy propulsion. But it is not necessary to turn the cranks—there are two, one on each side—completely over, as the ratchet wheel allows the cranks to be worked only so far as desirable for use. There are brakes on each wheel, so the machine can be stopped quickly, and as for turning, it can be easily turned in a place no larger than its own size, by breaking up on one wheel, or rather on one set of these wheels.

This new invention is not yet quite completed. Some improvements, suggested as the work progressed, are yet to be made. But it has been often tried, and found to work easily over the shop floor. How it will work on up grade, and various other questions will have to be settled by and by. Mr. Peck expects to get power enough to carry whole families, and expects that electricity may yet be applied to the decicycle, and make it a convenient, speedy, and favorite mode of travel. Our citizens will watch with interest its appearance on our streets.—*Providence Bulletin.*

THE employees of the Boston cycle trade have organized a baseball club as follows: Captain, A. L. Atkins, first base; catcher, E. R. Benson; second base, F. A. Hentz; third base, R. G. Beazley; centre field, E. P. J. Morton; right field, H. Lienhard; umpire, F. N. Bosson; all of the Pope Manufacturing Company; pitcher, H. M. Saben, of Stoddard, Lovering & Co.; short stop, W. Webber, of William Read & Co.; left field, Gideon Haynes, Jr., of W. B. Everett & Co. It is probable that teams from members in the Boston and Massachusetts Clubs will be organized, and some lively games are looked for.



## EXOTICS

FRED WOOD is out with a letter suggesting that the N. C. U. arrange a series of contests at the one, five, ten, twenty-five and fifty mile distances between the English amateurs and professionals in order to find out in which ranks are the best men.

MRS. ALLEN, the Birmingham lady who holds the twenty-four hours record, is contemplating another long journey this summer, when she expects to get near two hundred miles in the day.

MR. ISAAC W. BOOTHROYD, of "Facile" fame, has ridden from Brighton to his home at Greenwich, fifty-two and a half miles, in 4h. 38m. without a dismount, of course, on a "Facile."

ON the same day of the Keen testimonial (2 May) a twenty miles international safety bicycle championship was contested at Leicester. There were eight contestants, all of whom rode Rudge safeties. The first mile was made in 2.55, and the whole distance in 1, 3, 5½. R. Howell was the winner.

THE match between Howell and James is off. In consequence of ill-health James is reluctantly compelled to forfeit to Howell. He trusts, however, before the season is over to have a one-mile match with Howell on the same terms, or if Howell intends journeying to America this season, he will wager him £25 he beats him in the great one-mile championship at Springfield, in September.

Out from Boston.\*

BY KARL KRON.

\*This is to be reprinted as a part of the ninth chapter of "Ten Thousand Miles on a Bicycle" (12mo., 400pp., gilt top, heliotype frontispiece, price \$1.50), which Karl Kron intends to publish next August, at the University Building, Washington Square, New York. The introductory part of the same chapter appeared in the BICYCLING WORLD of 26 August, 1884. The number of dollar subscribers pledged in support of the book, 11 May, was 2,317.

Pemberton Square, in Boston, may properly be taken as the terminus of the smooth roadway of the State of Massachusetts, and I recommend it as the objective point to be kept in mind by any one who plans to begin or finish a bicycle tour at the capital city of that ancient and honorable commonwealth. It is an eminently respectable little enclosure (perhaps 25 or 30 rods long and about as wide as Broadway), with a macadam roadway surrounding the central strip of grass and trees, which are protected by an iron fence. Red brick houses, mostly devoted to lawyers' offices, shut it in quite solidly; and as the outlet of its southern end (westward, into Somerset st., and so, by a turn of a few rods to the left, to the head of Beacon st., just east of the State House) is not opposite the outlet of its centre (eastward, by a short macadamized descent into Scollay Square), the explorer of Pemberton Square always has the uneasy feeling of

\*The remainder of this chapter is now for the first time published.

having got himself into a cage or *cul-de-sac*, at whose entrance he carelessly failed to notice the warning, "No thoroughfare!" This mistaken impression is heightened by the extreme contrast which the scholarly quiet of the place presents to the rattle and roar which characterize the adjacent plaza called Scollay Square. That stone-paved opening is the terminus of Tremont st., a main artery of the city, stretching westward for 3 m. or more (and, practically, also of Washington st., which runs nearly parallel to it); and, as the tremendous horse-car traffic through those and other thoroughfares converges and concentrates about this point, Scollay Square is a place where the car-drivers and teamsters ceaselessly rage at one another, — roaring out their robust curses and merry jests from morning until midnight, — and where the car-conductors continually do cry. In strange contrast to all this rush and tumult, is the profound repose of the decorous little Pemberton Square, which I have before described as situated but a few rods away, and which I have thought worth describing to wheelmen because its name has long been familiar to them in connection with the BICYCLING WORLD, whose office has been on one of the floors of No. 8, at the north end of the square, since Oct. 28, 1881.

On descending thence to Scollay Square, the tourist is immediately confronted by the Crawford House (where I have secured a very decent night's lodging for a dollar, on two or three occasions), and if he wishes to patronize a more pretentious or expensive hostelry, he may find the Revere, the Tremont, Parker's and Young's, all within 40 or 50 rods to the left or right. The City Hall and the Court House are close to the two last-named; while Faneuil Hall, the Post Office and the Custom House, as well as many of the theatres, museums and other places of interest, may be found within ¼ m. of the square; and nearly all the steamboat-docks, ferries and railway stations are within ½ m. of it. The great brick building which serves as a terminus for the railway from Providence (the Albany road's terminal is a quarter-mile to the East, and both lines lead also to New York), and which stands a few rods from the southern side of the Public Garden, may be reached by riding westward from Pemberton Square along Beacon st., as far as it forms the northern border of the Common and the Public Garden, and then along Arlington and Boylston sts. (respectively the western and southern borders of the garden), a distance of about 1 m., without dismount. The massive clock-tower of this building, whose dials are illuminated by night, is notable as a landmark that may pilot the tourist to the house of the Boston Bicycle Club, hard by (No. 87 Boylston st.) or to the still more elegant mansion (No. 152 Newbury st.), built by and for the Massachusetts Bicycle Club, and said to be the most substantial structure of its sort in the world.

The finest boulevard in the city is Commonwealth av., stretching in a straight line from Arlington st. (the western border of the Public Garden) to the street called West Chester Park (1 m.), and at right angles to each of them. It is the second street south of Beacon st., (the north windows of whose north-side houses overlook the Charles River); and just below the avenue is Newbury st. and then Boylston st. — these five thoroughfares being parallel to and equidistant from each other, for the specified mile. This is distinctively the fashionable "Back Bay district" of Boston, reclaimed in recent years from the marshes which used to be flooded by the river tides, and it is now pretty solidly covered over with the most ornate and expensively-built houses in the city. Dartmouth st., which is the third western parallel of Arlington st. (border of Public Garden), forms the eastern side of the great Hotel Vendome, which fronts northward on Commonwealth av., and it also forms the eastern side of the New Old South Church, which fronts southward on Boylston st. The rear of this church is close upon the rear of the Massachusetts Bicycle Club house, which fronts northward upon Newbury st.; and one block eastward from the church is Trinity Church, fronting on Copley Square (a favorite rendezvous and starting-point for club runs), adjacent to which are the Hotel Brunswick, the Institute of Technology, the Museum of Fine Arts, and the Natural History Museum. All these buildings are within ½ m. of the clock-tower, before recommended as a useful landmark for the visitor's guidance, and this may also serve to show him where Columbus av. branches off southwestward from Boylston st., for that avenue, after about ½ m. of Belgian blocks, offers nearly 1 m. of asphalt surface, to West Chester Park, up which he may turn, right, to Commonwealth av. Dartmouth st. also affords a smooth connection between this and Columbus av., near the end of whose asphalt a turn may be made, left, through East Chester Park, and then by way of Albany, Swett, Boston, Columbia, and Washington sts., out of the city to Milton, Lower Mills, and so to Quincy, Brockton and Taunton, or to Pawtucket and Providence. Chestnut Hill reservoir, however, is the best objective point for the stranger to steer for when he first wheels out from Boston; and the best route thither, from the end of Commonwealth av., is the direct one which is supplied by Beacon st., leading over the so-called milldam. Brighton st., which is crossed at right angles just before entering the reservoir (whose roads allow a circuit of 2½ m. of ideally smooth macadam) is almost exactly 5 m. from Pemberton Square.

My only visit to the editorial rooms before noted as overlooking this square was on the afternoon of the day of my landing in Boston, Sept. 10, '83, on the return from a tour in Nova Scotia. I then gave careful study to the various

# THE AMERICAN RUDGE.

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The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the AMERICAN RUDGE has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that there is no other low-priced Machine on either the English or American market that will compare with it in either quality, Workmanship, or finish. Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



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BEARINGS. Rudge Unequalled Ball to BOTH wheels, exactly like the Rudge Light Roadster.

FORKS. Elliptical; hollow to front wheel; solid to back; very rigid.

HANDLE-BAR. Curved, solid; same shape as fitted to Rudge Light Roadster.

HEAD. Long centre Humber; similar to the Andrews patent.

HUBS. Gun metal, nickelled; well recessed to admit narrow tread.

TIRES. Seven eighths full to front wheel, three fourths to back, of first quality rubber.

SADDLE. Lamplugh & Brown's, or Brooks's, long-distance tension.

PEDALS. Heavily nickelled parallel, fitted with extra strong pins.

SPOKES. Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

A few shopworn and second-hand machines in stock at low prices. Send for list.

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RELIABLE AGENTS WANTED.



## ROYAL MAIL AT MEMPHIS.



At the late May Meeting at Memphis, eight of the twelve Amateur races were won on Royal Mails.

We invite examination of this high quality wheel before purchase. We confidently offer the 1885 pattern Royal Mail, which varies in many points from the 1884 pattern, as the **Finest Light Roadster in the market.**

Although receiving by every steamer, we have been severely taxed so far this season in keeping up with our orders.

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SAFE. FAST. EASY.  
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## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 1h. 15m. (21 miles actually).  
Twenty miles.....in 3h. 15m. (51 miles actually).  
Fifty miles.....covering 266 1-4 miles.  
Twenty-four hours.....covering 924 miles.  
Seven days.....covering 1,332 miles in 12 days, 20 hours.  
The longest continuous ride.....

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.  
Thoroughly efficient agents wanted everywhere.

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## NEW BICYCLE

LIGHT ROADSTER, FULL ROADSTER OR RACER

Strictly First-Class, Ball Bearings, Hollow Forks, etc. Nickel, Paint or Enamel, Sound and Perfect, but very slightly shop worn.

**For Less than the price of a good second hand, low class wheel.**

This is an opportunity to get a wheel for little money. Do not lose it. Only a limited number for sale and they are

**BARGAINS EXTRAORDINARY**  
Send for descriptive price list and mention this paper.

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Manufacturers of PRESSES AND DIES  
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Painted, Enamelled, Nickel Plated

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\$40. Mr. Land was pretty badly scraped by the wheels on his face, and had both hands injured by the fall.

SOME one got a leg and arm broken at Salem, Sunday, but who is not known.

THE cyclers in the neighborhood of Wyoming, Penn., have built an ash path nine miles long, from Wyoming to Kingston.

IN publishing the list of League officers elected, we gave the name of J. M. Thrasher among the representatives of Illinois, in place of J. H. Koch, of Peoria, who was elected to that position.

THE Springfield *Gazette* has come out in a pink cover. Pink paper, true love, the girls used to say. Make the application.

THE Revised Bible is issued. The following change will please Thomas Stevens: Authorized—Psalm lxxviii. 4; "Extol him that rideth upon the heavens." Revised—"Cast up a highway for him that rideth through the deserts."

A NEPONSET rider has invented an automatic bell which is rung by the pressure of a central toothed wheel on the tire, producing ten distinct tones on the bell.

FEW wheel poets have met with the success in verse construction that "Ninon Neckar" has, and we hear with pleasure that he intends to put his poems into book form. Those who have read his contributions to the *WORLD* will be pleased to see them grouped in one volume for presentation. The book is announced for 1 November.

KARL KRON makes Pemberton Square the cycling centre of Boston, from which all tours should start.

MR. WEBBER, of Wm. Read & Sons' cycling department, got badly bruised in a collision on Beacon Hill, Saturday last. A party of wheelmen were coasting the hill led by a Kangaroo rider, and had taken a lively gait. When nearly down the hill the Kangarooster turned suddenly inward, and Webber, who was close behind him, struck him, and was thrown, falling heavily. He sprained two wrists and badly bruised himself.

A NOTEWORTHY scheme for something greater than the circus has been devised by an enthusiastic man of money, and is liable to take form at any time. Henry E. Ducker has been offered a large salary to run the thing, but has declined for the present. The scheme is to organize a travelling tournament under canvas, to include all possible athletic sports. The best wheelmen, runners, jumpers, gymnasts, the champions of every kind, were to be called from every part of America, Europe, Asia, and Africa, for these games. They would be the "world's Olympians." The travelling expenses and cost of outfit would be much less than those of the clumsy circus, and the attractions much more worthy. Mr. Ducker's wide reputation, and his

devotion to such matters, were doubtless counted on largely in the project.—*Springfield Republican.*

### RACING NEWS

NEW ORLEANS, 7 and 8 May.—Annual races of the New Orleans Club. The short races took place on the shell road along the revetment levee. The long races were on the shell road between West End and the city, starting out of sight and finishing in view of the spectators.

Quarter Mile, Boys.—A. F. Andrews (1), 51s.; H. A. Marshall (2).

Quarter Mile.—C. M. Fairchild (1), 44s.; E. P. Baird (2); A. M. Hill (3).

Slow Race.—George Miller (1).

One Mile, Time 4.30.—E. P. Baird (1), 5.45; C. H. Genslinger (2).

Two Mile Handicap.—E. P. Baird, scratch (1); A. M. Hill, scratch (2); W. W. Crane, 250 yards (3).

The day's sport concluded by an exhibition of fancy riding by John Stout, a deaf mute, on the Star machine. He executed some pretty and difficult movements.

### SECOND DAY.

Quarter Mile.—F. M. Ziegler (1), 44 1/2s.; John Stout (2); A. P. Keaghey (3).

One Mile, State Championship.—E. P. Baird (1); A. M. Hill (2); G. McD. Nathan (3).

Ring Tournament.—The ring tournament took place on the shell road, on the revetment levee, and proved an exciting feature. In a run of one hundred yards there were three rings, suspended from posts at intervals, and this run was made six times by each contestant. The riders had wooden lances, with which they tried to snatch the rings from their places. It required keen sight and steady arm, besides expert management of the wheel. Lieut. A. P. Keaghey, although unfortunate at first, closed with some brilliant riding, several times taking all the rings in succession in full tilt. He won the metal with a score of nine rings, Genslinger eight rings, Miller five rings, Nathan, two rings.

COLUMBIA, S. C., 14 May.—Half mile.—Horse (1), 1.28; W. J. Morgan (2). Three quarter mile.—W. J. Morgan (1), 2.23; W. Maxwell, 100 yards, (2). J. S. Prince contested a race with the horse "Columbia Boy," and won.

BROOKLYN, 16 May.—High school games. Half mile race.—Fred Crane (1), 1.46 1/2.

DENVER, COL., 5 May.—Colorado Wheel Club races. One mile.—H. G. Kednedy, on a Kangaroo (1), 3.05; J. A. Alter (2). Five mile.—M. N. Donaldson (1), 15.43; F. E. Kimball (2). A club drill and fancy riding by Kennedy filled out the programme.

CHARLOTTE (N. C.), 15 May.—Three miles.—John S. Prince, scratch

(1), 9.28; W. J. Morgan, 200 yards (2). One mile.—W. J. Morgan (1), no time taken; horse (2). Half mile.—J. S. Prince (1); running horse (2).

CAMBRIDGE, MASS., 16 May.—Harvard College Athletic sports. The first event on the programme was the two mile bicycle race, in which F. L. Dean, '88, had a walk-over. Last week he broke the best previous college record in this event, lowering it to 6.39 1/2. Saturday, his riding was magnificent. He settled down to a record-breaking pace at once, and kept it up steadily for two miles. He completed the distance in 6.28, beating his own record by 11 1/2. His time, by quarter miles, was as follows:—

	m.	s.
Quarter mile.....	0	49
Half mile.....	1	37
Three quarters.....	2	25
Mile.....	3	13
Mile and a quarter.....	4	02
Mile and a half.....	4	51
Mile and three quarters.....	5	39 1/2
Two miles.....	6	28

NEW YORK, 9 May.—Columbia College sports. Two mile race.—E. A. Hoffman, Jr. (1), 7.7 1/2; S. E. Gage (2); D. H. Renton (3).

THE first annual spring race meeting of the Louisville (Ky.) Wheel Club will be held on Friday and Saturday, 29 and 30 May, 1885, on the grounds of the Southern Exposition. The track is a four lap clay track, with easy, raised turns. The races will be as follows: First day.—five mile, scratch; one half mile, novice; one mile, time 3.21; one half mile heats, best 2 in 3; one quarter mile, boys under 14; one half mile, 2d heat; trick and fancy riding by Prince Wells; one half mile, 3d heat; one quarter mile, dash. Second day.—three mile, open; one half mile, riders of 1885; one half mile, hands off; one mile, open; trick and fancy riding by Prince Wells; one quarter mile heats, best 2 in 3; one quarter mile, boys under 14; one quarter mile, heat 2d; one half mile, consolation; one quarter mile, heat 3d.

THE three mile League championship for 1885 has been located with the K. C. W., of Brooklyn, to be run 20 June.

THE Racing Board has decided to entertain propositions only from League clubs for the location of championships.

THREE prizes will be given in the League championships at Buffalo, if there are five starters; if but three starters there will be but two prizes; and if there be but two starters, only one prize will be given.

THE spring races of the Capital Club will be held at Athletic Park 22 May. Gold and silver medals will be awarded in each event. The following events have been decided upon: One mile novice; one mile championship of the District of Columbia; one mile, 3.20 class; half-mile for Capital Club mem-



bers; five mile for Flint cup, open to Capital Club members; half mile for boys under fifteen years of age; three miles, open; three quarter mile, open; two mile, handicap: two mile, for Woodward & Lothrop cup for Capital Club members.

In place of the two and five mile championship usually run at the annual games of the N. A. A. A., a three-mile race for the amateur championship of America has been substituted. The games will be held in New York, 6 June.

TRICYCLERS will be allowed an hour's start in the Ixion fifty-mile road race on Decoration Day.

PRINCE was timed for 1.17 for one half mile in the race at Charlotte, N. C., but we think he can't establish the record.

THE annual meet of the Indiana Division L. A. W. will be held at Indianapolis, Ind., June the 8th and 9th. The meet and tournament will be under the supervision of the Indianapolis Bicycle Club, who will make strong endeavors to have everything pleasantly arranged for visiting wheelmen, and make the meet a grand success. Monday, 8th, 3 P. M., races at Exposition Grounds. Monday, 8th, 8 P. M., fancy and trick riding, and club drill contest at Meridian Rink. To conclude with skating. Tuesday, 9 June, 9 A. M., business meeting at Meridian Rink. Tuesday, 9 June, 3 P. M., races at Exposition Grounds.

THE two-mile State Championship of Maine has been located with the Pine Tree Wheel Club of Bangor, Me., and will be run at the tournament to be held 23 July.

THE Memphis tournament was not a financial success.

WHITTAKER will go to St. Louis for the Rambler's races.

ANOTHER race will be added to the St. Louis Ramblers programme. The E. C. Meacham Arms Company donates a \$75 shotgun for a prize in a two-mile race, open only to riders of the Rudge, the agency for which the company has has recently taken.

CHAS. FRAZIER, of Smithville, N. J., has joined the professional ranks. The rumor that has been circulated in the papers to this effect, is confirmed by a personal letter to us, in which he states that he has left the amateur ranks, and has sent his resignation to the League.

A MEETING of the Manchester, N. H., Bicycle Club was held a few evenings since, and the following appointed a committee to arrange for the annual spring races at the driving park on Memorial day: John N. Pearson, Moses Sheriff and S. C. Kennard. The following events and prizes were decided upon: Half mile, best two in three heats, first prize, silver cup; second, perfection tire heater; third, club monogram. One mile dash, first prize, Lamson's cyclometer; second, one year's subscription to BICYCLING WORLD; third, duplex whis-

tle. Five mile handicap, first prize, silver cup; second, Don tool bag; third, duplex whistle. The entries are to be made to the secretary, F. O. Moulton, and will close Friday, 22 May. There is every indication that there will be a large number of competitors in all the events.

### WHEEL CLUB DOINGS

ROCKINGHAM CLUB, Portsmouth, N. H. — At the sixth annual meeting, 12 May, the following officers were elected: President, C. A. Hazlett; secretary-treasurer, H. M. Tucker; captain, G. E. Philbrick; first lieutenant, S. G. Kingsbury; second lieutenant, C. A. Holbrook; bugler, W. W. McIntire.

BEAVER FALLS (PENN.) CLUB. — Organized 7 May. Officers: President, W. H. Leigh; secretary and treasurer, S. H. Dawson; captain (formerly of Massachusetts), Thos. Midgley; lieutenant, Ed. Craig; bugler, R. F. Randolph.

EAST HARTFORD (CONN.) WHEEL CLUB. — Officers elected: President, L. S. Forbes; secretary, C. B. Ripley; treasurer, S. A. Pratt; captain, H. E. Bidwell.

CONNECTICUT CLUB. — The annual meeting of the Connecticut Bicycle Club, of Hartford, was held last Wednesday evening, and the following officers elected for the ensuing year: President, Stephen Terry; secretary, W. F. Colton; treasurer, Charles A. Rogers; captain, Chas. E. Chase; first lieutenant, Robert F. Way; second lieutenant, E. C. Quiggle; club committee, the president, treasurer, captain, and E. F. Belden, Alexander Allen, S. O. Prentice and J. Gilbert Calhoun. The annual dinner was held after the meeting.

MIDDLETOWN (CONN.) CLUB. — Officers for the ensuing year: President, H. C. Ward; secretary, William P. Post; treasurer, Howard A. Sibley; captain, Fred L. Calkins; first lieutenant, Hayden Goodrich; second lieutenant, Arthur Rutty; bugler, William J. Hogan.

PHILADELPHIA CLUB. — At the annual meeting of the Philadelphia Bicycle Club, held at the club rooms, 60 North Thirteenth street, the following officers were elected: President, George E. Bartol; secretary and treasurer, Horace A. Blakiston; captain, Ewing L. Miller; bugler, Harold R. Lewis; lieutenant, Charles B. Warder, M. D. Club committee — President, secretary and captain, *ex-officio*, and Messrs. G. M. Streeter, Wm. Morris and R. T. Middleton. The club will retain its membership in the League of American Wheelmen, and be represented at Buffalo next July, on the occasion of the fifth annual meet of that organization. Capt. E. L. Miller presented a solid silver cup as a prize to the member riding the greatest distance (over 1,000 miles) during the current year. The club is in a prosperous condition, and has in view

several plans for further progress and development. Instituted in May, 1879, it has grown stronger each year as its members' interest increase in the fascinating and healthful recreation.

THE Providence Bicycle Club races on the 30th are off, and the members of the club will run to Newport, and also to Boston, instead.

PAWTUCKET Bicycle Club will ride to Newport, R. I., on 30 May.

### TRADE NOTICES

MESSES. STODDARD, LOVERING & Co. are very busy shipping orders for Rudge racers. A 56-inch for F. L. Dean, at Harvard College; a 58-inch for C. E. Stone, St. Louis; a 57-inch for C. H. Potter, Cleveland; a 58-inch for B. W. Hanna, Washington; a 56-inch for Percy Stone, St. Louis; a 56-inch for A. L. Jennes, Rye, N. H., were all shipped last week. This machine has a reputation second to none, and when racing men want a fast wheel they want the very fastest that is made.

W. W. STALL desires those who wish to hire a machine for Decoration Day to get their orders in early. He expects a large demand for that day.

W. B. EVERETT & Co. have secured Peck & Snyder for New York agents, and G. N. Buzby for Philadelphia.

MR. CHARLES RICHARDS DODGE, poet, author, and cyclist, is departing himself along the south shore on a 55-inch Columbia light roadster.

THE Massachusetts Club men are happy in that they can borrow Mr. E. W. Pope's 55-inch Columbia light roadster any time they want to.

### CYCLISTS' TOURING CLUB

#### American Division.

FRANK W. WESTON, Chief Consul,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 31 Chestnut street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

A SPECIAL sleeping car will leave Boston, on Saturday, 16 May, to convey members to the annual meeting of the American Division of the Cyclists' Touring Club, which is to be held at Cleveland, Ohio, on the 18th and 19th of the same month.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected): Harry Davenport, Canton, Pa.; A. S. Hathaway, 2578 Broadway, Cleveland, Ohio; Dr. B. V. Howe, 106 Tremont street, Boston, Mass.; J. O. Roberts, Clarksville, Pike County, Mo.; G. A. Dusenbury, 823 Seventh avenue, New York City; J. T. Watson, Jr., 920 North Main street, St. Louis, Mo.

APPOINTMENTS. — State consul for Montana, Fred. A. Fielding, Bozeman; consul for Norwich, Conn., C. R. Harrington; consul for Westfield, Union County, N. J., Dr. F. A. Kinch, Jr.; consul for Northampton, Mass., E. E. Davis. Hotel for Orange, N. J., the Mansion House.

#### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal. N. B. — Consuls wanted in every city and town in Canada.

### TO CORRESPONDENTS

R. H. S. — Kerosene is not good. Get oil at almost any cycle dealers.

A. C. R. — You were too late. Have used a portion this week.

REV. S. STALL. — Will use electro if you will send.

A. T. LANE. Thanks. You have done well.

GEO. CROWNE. — It is a good machine, and well worth the price.

X. C. — Club received. Hope our terms will satisfy you.

PROFESSOR. — The League cannot reinstate a professional ball player.

NOVICE. — Have the machine geared down two teeth. When you are more expert you can change the gear.

F. G. — It is not a record.

N. H. V. — See note elsewhere. He is a professional.

V. G. — The Christmas numbers are as readable today as when issued. They have no timely interest.

### FIXTURES

22 May: Races of Capital Club at Washington.

23 May: Races by Ramblers Club, of St. Louis, Mo.

29 and 30 May: Tournament of Louisville (Ky.) Wheel Club.

30 May: Illinois State Division L. A. W. meet and tournament at Chicago. Fifteen mile championship.

Race meeting by Springfield (Mass.) Bicycle Club. Tally-ho run of Boston Club to Wellesley.

Road race of Buffalo (N. Y.) Ramblers.

Ixion road race to Yonkers (N. Y.) and beyond, fifty miles.

Fifty mile road race of Cambridge Club.

Annual meet of the L. E. C. W. at Beverly.

Races of Williamsburg Athletic Club at Brooklyn, N. Y.

Races at Manchester, N. H.

Run of Portland Club to Boston.

Twenty mile road race, Newburyport Club.

5 and 6 June: Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

6 June: N. A. A. A. annual games at New York. Three-mile American bicycle championship.

8 and 9 June: Tournament of the Indiana division L. A. W. at Indianapolis.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

18 June: Races of Trojan Wheelmen, Troy, N. Y.

20 June: Races by K. C. W. at Brooklyn, N. Y.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

13 August: Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 41-inch full-nickelled, except wheels, special Facile; cost new in 1884, \$15.50; will sell for \$11.50. C. O. D.; owner wants larger wheel of same make. Address LOCK BOX, No. 172, Madison, Ind.

FOR SALE. — Premier tricycle, 1884 pattern, in first-class condition; with bell, lamps, and cyclometer; cost \$190; price \$140. S. A. MERRILL, 85 Devonshire street.

FOR SALE. — One 52-inch Shadow bicycle; this machine is full-nickelled, except the wheels, which are handsomely bronzed; it is comparatively as good as new, as it has only been used a few times; has ball bearings to both wheels, tool-bag, and tools; cost new, \$135; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One Victor tricycle, 1883 pattern, in excellent condition; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 58-inch full-nickelled Harvard, in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — 52-inch full-nickelled Harvard, with drop bars, cyclometer, and bell, and in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — A nice lot of second-hand Hill & Tolman bells, sent via mail on receipt of \$1.75. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — A 52-inch Yale, Racer, nickelled and enamelled, comparatively as good as new; cost new, \$140; price \$115. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — A 54-inch Royal Mail Racer; this machine was used for the first time by Chambers, the English flier, last September, and is in excellent order; cost new, \$150; price \$115. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled British Challenge bicycle, in excellent order; it has tool-bag, tools and bell, a bargain; \$100. LEWIS RUSSELL, Box 335, Springfield, Mass.

THE "ACME" TIRE HEATER. — Price \$1.00; the most convenient Heater for use in cities and towns where illuminating gas is used; handier and less expensive than an alcohol lamp; gives plenty of heat, and does not smoke up the rim; full directions for cementing on tires accompany every Heater; indispensable in a repair shop and a necessity to every rider. C. H. LAMSON, 201 Middle street, Portland, Me.

RUDGE TANDEM TRICYCLE FOR SALE. — Nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

FOR THIRTY-FIVE CENTS IN POSTAGE stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

FOR SIXTY-FIVE CENTS IN STAMPS the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE. — One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$4.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9½, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

ANY ONE THINKING OF PURCHASING a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

## BICYCLES!

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

Rust! Rust!! Rust!!!

Entirely removed from Nickel-plate, Steel, etc., by Acme Rust Eradicator. Try a box. Fifty cents, post paid (two-cent stamps taken). Special terms to dealers. Second-hand Bicycles, Lamps, etc., cheap. "Experts," "Standards," "Rudges," and others, all sizes and prices. Enclose stamp stating wants. C. HERBERT DIAMOND, Box 2434, New York City.

## BICYCLE CLUBS ATTENTION!

Wheelman's Official Score Card.

COPYRIGHTED 1883.

FOR SEASON 1885.

We are prepared to make arrangements with any club giving Meets or Tournaments in the United States. We have issued our Cards at all the principal Meets and Tournaments held in 1883-84. We pay liberally for privilege.

CORRESPONDENCE SOLICITED.

For Reference: Stoddard, Lovering & Co., 152 to 158 Congress St., Boston, Mass.; The Pope Manuf'g Co., 597 Washington St., Boston, Mass.

HENRY GOODMAN & BROS.

462 Main St., Hartford, Conn.



## ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling  
BICYCLES AND TRICYCLES

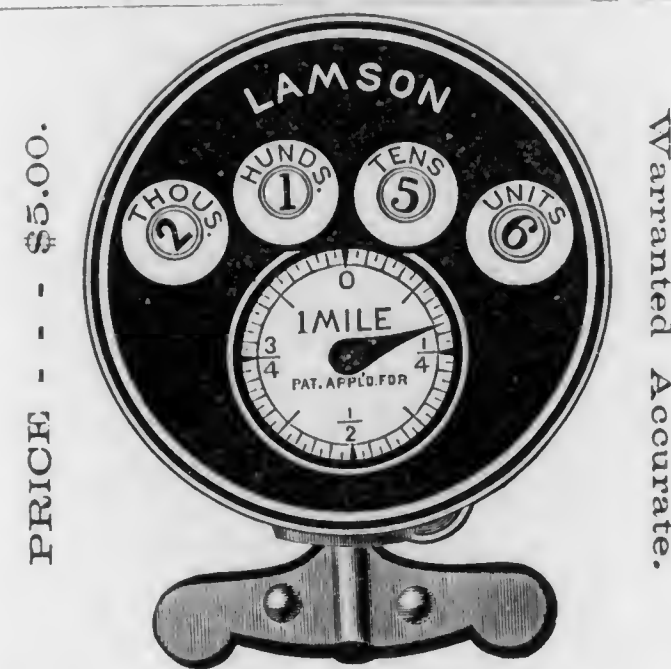
"ALONE I DID IT"  
CORCORANUS



THE RUDDGE.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. Any one can apply it. A suitable Brush given with each bottle. Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by  
**STODDARD, LOVERING & CO.,**  
152 to 158 Congress St., Boston.  
Special terms to the trade.



EXACT SIZE.  
The Practical Cyclometer for Bicycles.

The action is REALLY POSITIVE and the Cyclometer cannot fail to operate at any rate of speed. This Cyclometer will soon be on the market. In ordering, give size and make of wheel.

MADE BY C. H. LAMSON,  
201 Middle Street - - - PORTLAND, ME.



**BOSTON BICYCLE SHOE**  
BASE BALL SHOES A SPECIALTY.  
This shoe is not machine made, but strictly hand-made flexible shoe, of the best English, French, and American stock. Warranted to last from April to November for riding purposes. No rubber to come off, no pegs nor nails to hurt the feet. Laced low to allow of adjustment. Cut high, but nicely fitted to keep from slipping. Made in any color to match uniform. Each shoe made on a last specially modelled by us. Racing Shoes, with soles one-eighth, quarter, three-eighths, one-half-inch thick, weighing not over ten or twelve ounces. All shoes patented. Price list and rules for self measurement sent on application.  
STRICKLAND & PIERCE,  
158 Summer street, Boston.

## Spring Race Meeting

OF THE  
**SPRINGFIELD  
BICYCLE CLUB,**

ON  
HAMPDEN PARK,  
SPRINGFIELD, Mass., May 30th, 1885.

### PROGRAMME.

- 3 Miles. Handicap.
- 1 " Safety; wheels not over 40 in.
- 2 " Novice.
- 1 " 3.10 Class.
- 5 " Open.
- 1 " Exhibition. Geo. M. Hendee.
- 5 " 16.30 Class.

Entrance fee 50 cts. each event, returnable to all starters.

Races under the rules of the L. A. W.  
Address all entries to SANFORD LAWTON, Sec.  
Entries close May 27.

## THEY HAVE COME!

I have received a stock of  
**QUADRANT TRICYCLES,**

The Best,  
The Fastest,  
The Lightest,  
The Strongest,

And the most scientifically constructed tricycle yet made; also the

**FACILE BICYCLE,**

For which the Undersigned is Boston Agent.

**J. A. R. UNDERWOOD,**

Washington St., near Euclid,  
DORCHESTER - - - MASS.

Call and see them, or send stamp for Catalogue.

## THE "ACME" TIRE HEATER. PRICE \$1.00.

The most convenient Heater for use in cities and towns where illuminating gas is used. Handier and less expensive than an alcohol lamp.

Gives Plenty of Heat, and does not Smoke up the Rim.

Full directions for cementing on Tires accompany every Heater.  
Indispensable in a repair shop and a necessity to every rider.

**C. H. LAMSON,**  
201 Middle Street, PORTLAND, ME.

## "IF I

could not get another, I would not take \$5.00 for the Cyclist's Record Book you sent me last week. I can keep an accurate and complete record of my riding without trouble." So says the secretary of a prominent club. Every wheelman should get a Record Book. They are a necessity to those who value a record of their season's mileage and the particulars of each trip. If you contemplate but a single journey a-wheel, it will pay you to get one of the books. Fifty cents.  
C. D. BATCHELDER,  
Lancaster, N. H.

## FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

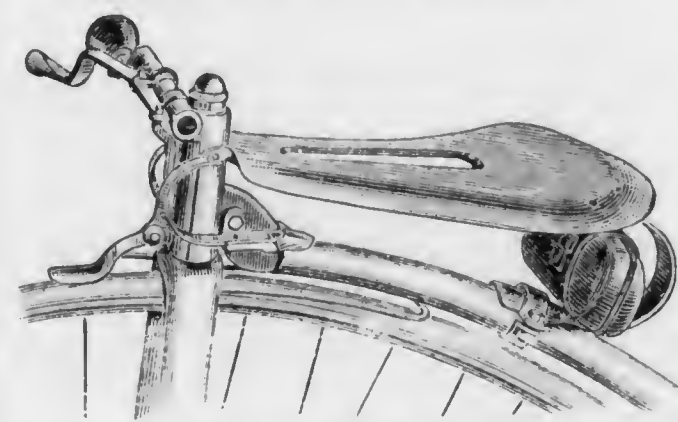
## FACILE LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE. — Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price. "A"  
JULIUS WILCOX, 15 Park Place, New York.

## THE Perfect Hygienic BICYCLE SADDLE.

NOW ON THE MARKET.



(Patented March 17, 1885.)

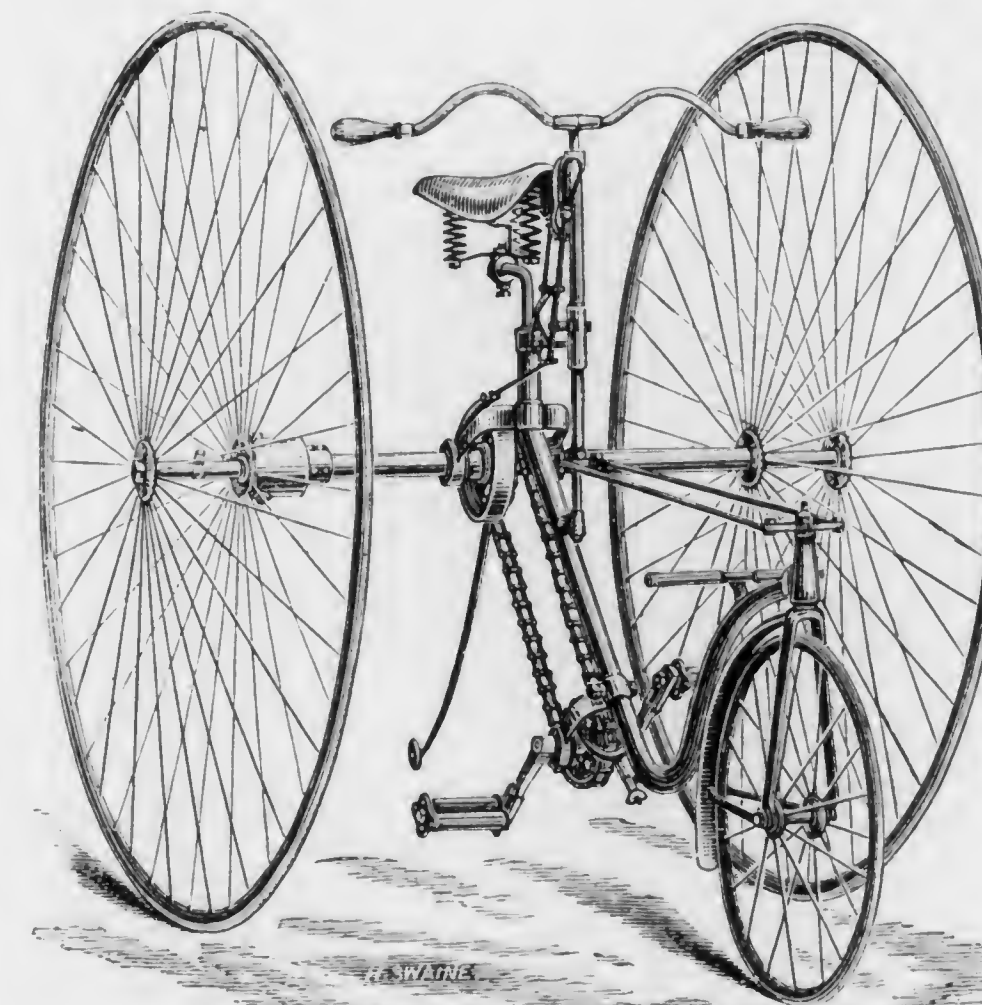
No metal frame or tree. Springs at both ends completely compensating all jar and jolt. No pressure on perineum, and no danger from bicycle riding with this saddle. Only perfectly hygienic saddle made. Thoroughly tested last season and fully perfected. Finest material ever used in a bicycle accessory. Furnished only in full nickel. Retail price, \$6.00. Liberal discount to the trade. Ask your dealer to see it. Orders filled promptly. Send for descriptive circular. Manufactured only by

**T. J. KIRKPATRICK, Springfield, Ohio.**

# THE COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,  
BOSTON,



## RANELAGH CLUB.

PRICE, \$180.00.

The Fastest and Most Comfortable Machine Made.



## CLUB TANDEM.

Convertible.

All persons are warned against purchasing Tandems which infringe our patent.

The "CLUB" Bicycle, Greatly Improved.  
The "UNIVERSAL CLUB," New this Season.

CHEAPEST MACHINE IN THE TRADE.

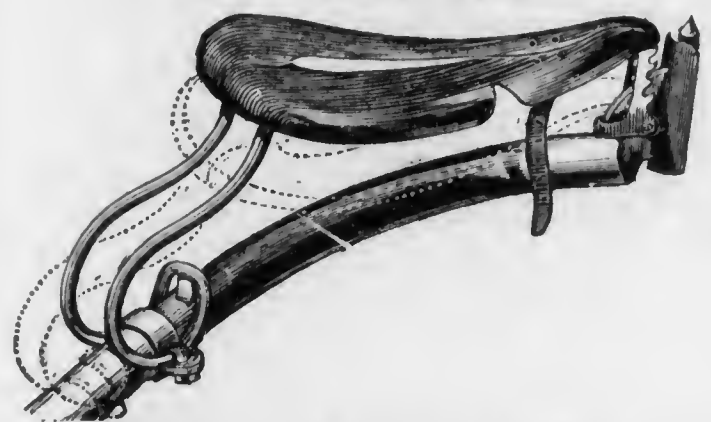
Price for 50-Inch - - - - \$105.00.

SEND FOR PRICE LIST AND PARTICULARS.



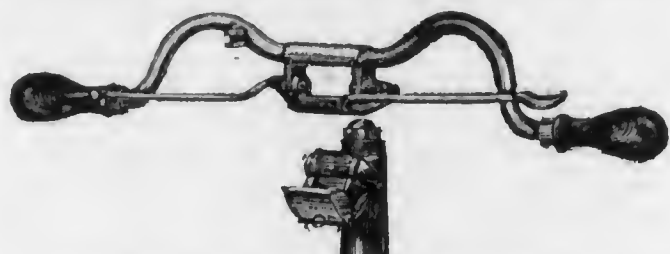
### THE LILLIBRIDGE

Bifurcated & Universally Adjustable Saddle  
Improved for 1885.



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made. Removes all vibration and jolting. Price, Nickel, \$5.00; Japanned, \$4.00.

### THE NEW SAFETY BAR.



Greatly Improved, Simplified and Strengthened. The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

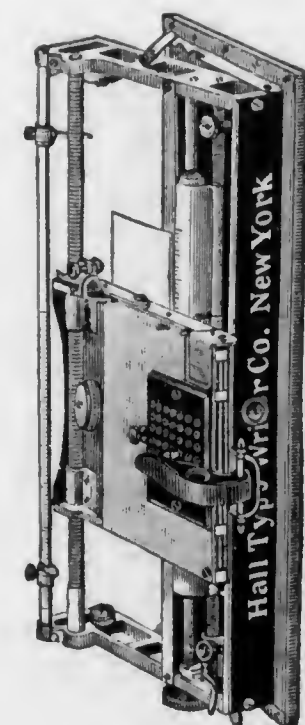
Price, Nickel, with Brake and Lever, \$10.00. Ask your Dealer for them, or send for Circulars.

**FREEMAN LILLIBRIDGE**  
ROCKFORD, ILL.

### Improved Star Lamp

now ready for the market. Price reduced. Japanned, \$5.00; Nickel, \$6.50.

**ZACHARIAS & SMITH,**  
Newark, N. J.



### Hall Type Writer.

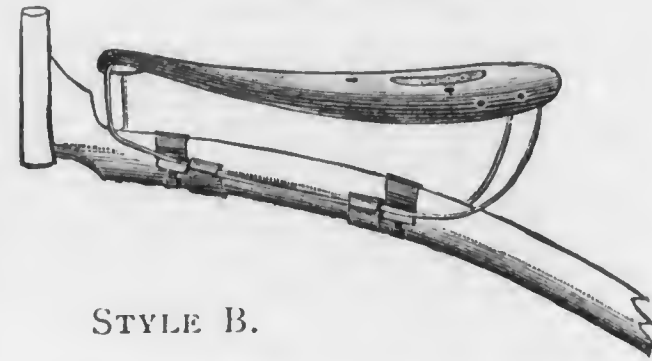
The latest, simplest, cheapest, and most complete Writing Instrument. Challenges comparison with others in every point. Every instrument warranted and sent free to any part of United States on receipt of price, \$40.

PRINCIPAL OFFICE:  
853 BROADWAY,  
New York.

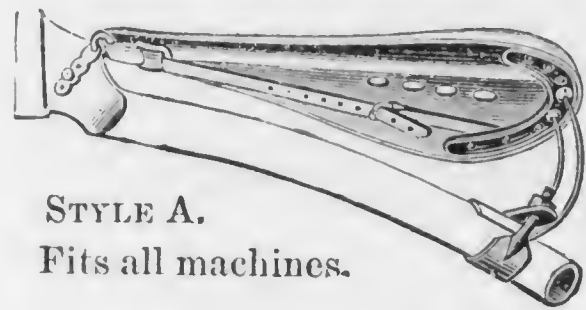
Agencies in all Principal Cities.

### THE DURYEA SADDLE.

Patented Feb. 19, 1884.

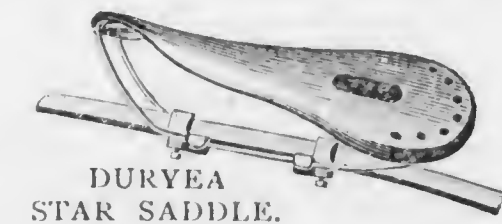


STYLE B.



STYLE A.

Fits all machines.



DURYEA  
STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armistead, and Sylvester, and all the flyers and long-distance riders. Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKEL, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. SPECIAL TERMS TO DEALERS. Reliable agents wanted. Remit by check, P. O. order, N. Y. Ex., or stamps.

**N. Y. TOY CO.**

Sole Licensees and Manufacturers,

14 Howard Street - - NEW YORK.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

### THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle."

The workmanship and entire practicability of each and every machine are fully guaranteed.

For further particulars address,

**H. B. SMITH MACHINE CO.,**  
Smithville, Burlington Co., N. J.

### AN APOLOGY.

We beg to express our sincere regret that we have been compelled to disappoint many of our customers by non-delivery of their orders for

### THE AMERICAN

### Long-Distance Saddle.

We are happy to announce that having greatly increased our facilities, we trust to be able to fill all orders without delay on and after May 15.

Thanking our friends for their forbearance, and also for their very liberal patronage in the past, and soliciting a continuance of the same, we remain, very respectfully,

### BULL & BOWEN,

(SUCCESSORS TO BULL & HAYNES)

587 & 589 MAIN ST., BUFFALO, N. Y.

Licensed by the Pope M'fg. Co.



### CRICKET.

Every Part Detachable.

Top easily removed and new one can be put on without trouble. SPRINGS can be taken out and others of any sized wire, of any length, bend or shape, can be made and inserted in a few minutes by rider himself. Front spring drops from perineum, and takes up sag of leather produced by yielding of rear springs. For crank and Star.

**L. S. COPPER,**  
CLEVELAND - - OHIO.



# CYCLING PUBLICATIONS,

— ENGLISH AND AMERICAN, —

ON SALE BY

**E. C. Hodges & Co. - - Boston, Mass.**

American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, *Bicyclists Indispensable*, *Tricyclists Indispensable*, Etc., Etc.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturmy. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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THERE will be no edition of this work in 1885. Seventy-five cents by mail.

WE have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

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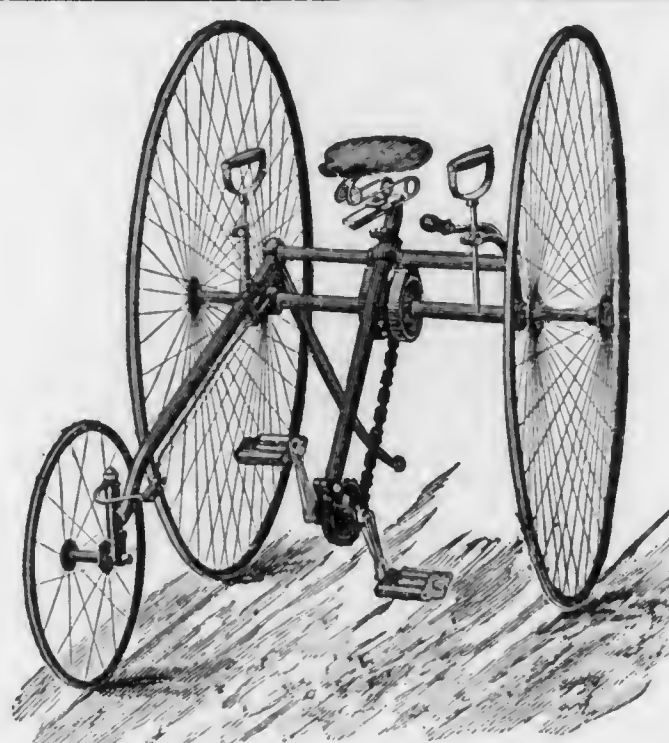
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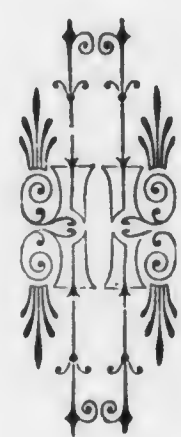


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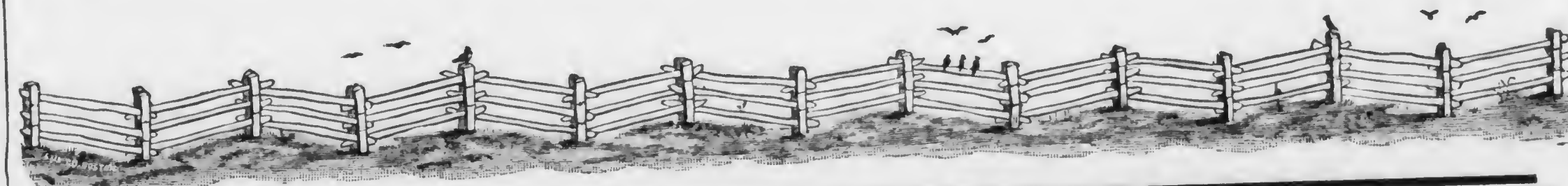
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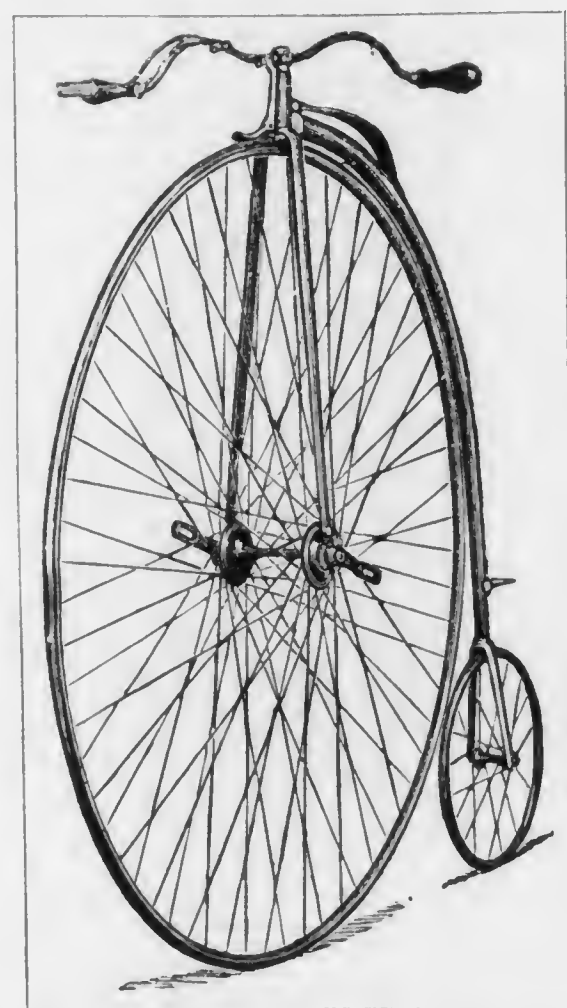
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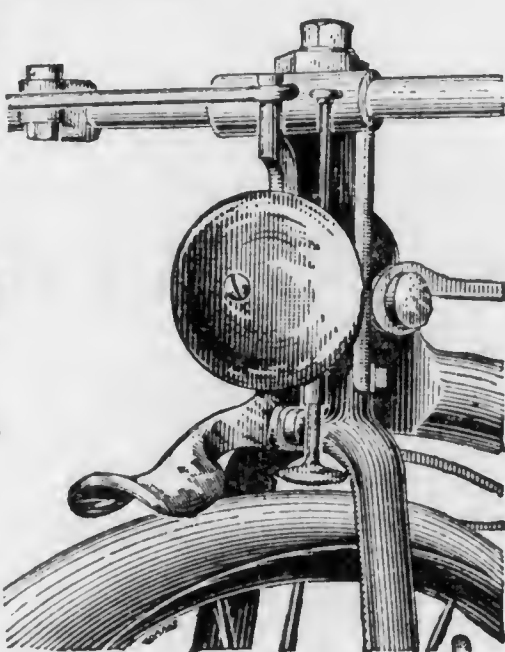
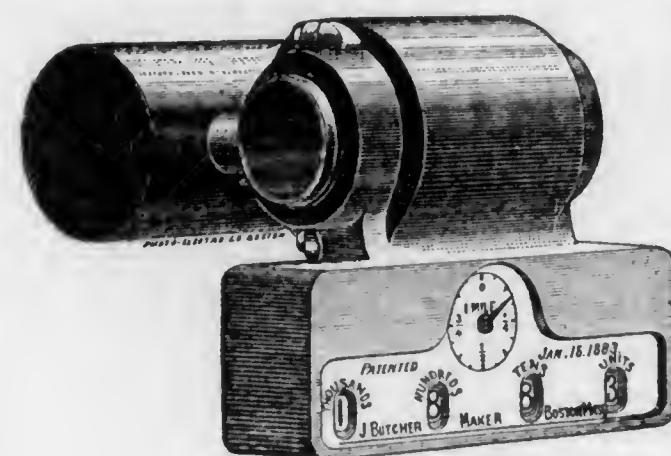
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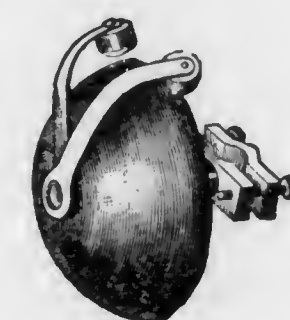
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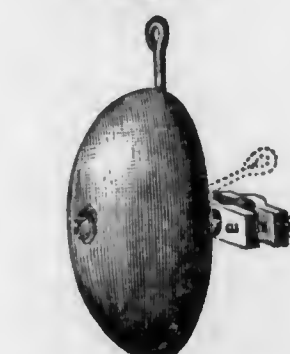
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 29 MAY, 1885.

### THE NORTH CAROLINA CASE.

OUR remarks anent the North Carolina case have been variously commented upon in the cycling journals, and we have received the usual amount of condemnation for saying a word against the League and intimating that we do not think it perfect. We do not hesitate to say that we do not think it perfect. We have found that perfection does not go hand in hand with humanity in its individualism or in its aggregation. When the League becomes perfect few of us who are now with it will be living. We believe there is much room for improvement in the League, and we propose to say at all times just when and where, in our opinion, it is not what it ought to be. If those who think we are wrong will offer arguments to prove this, we shall be content; but we object to having our motives impugned, nor will our record justify the charges that we do not wish

the League well, and do not stand ready to lend it our aid in every worthy cause or project. Every time the question of justice to bicyclers and the defence of their rights comes up, some paper brings out the old story that the Pope Manufacturing Company spent \$8,000 in a certain case, and argues that no less sum will be necessary for the prosecution of any and all cases in the future. We cannot agree with our contemporaries that the League cannot and ought not to do anything in cases like that of North Carolina. We believe it can and should do much, and our faith in this direction leads us to condemn inaction. We have faith in the League and know that it can make itself a force to oppose just such infringements of the rights of wheelmen as this North Carolina case presents. We believe it is as able and powerful a body as the N. C. U., and with the record that the Union has made before our eyes, it is folly to throw down our hands and say we can do nothing. They have done much in getting justice for wheelmen over the herrin' pond, and the two or three test cases they have fought to a conclusion, have settled the question of the rights of cyclers forever. They have little necessity to go to law now. These remarks are directed towards those papers that have cried, "We can do nothing." We are glad to note that the League officials are not with them but with us, for the *Official Gazette* for last week has this:

"The strictures on the L. A. W. for their unwillingness to aid the wheelmen of North Carolina are very much out of place, inasmuch as they must have been penned before any communication of an official nature was received by President Peckwith from the aggrieved parties. As matters of this sort are not usually referred to the Racing Board for their consideration, the editor of the BICYCLING WORLD was not to be expected to know that steps were being taken to contest the matter. Such is the case. The L. A. W. will either gain the day or die game; we predict that they will do the former."

We are glad to note that the League is about to do something, and we can forgive the little slur about the Racing Board. That our strictures were not too hasty we still contend, and in proof of the same we have a letter in which a prominent wheelman of North Carolina writes: "We have appealed to the League in vain. They will do nothing for us, and our club thinks strongly of disbanding because we have no power to maintain our rights." But we will not bandy words over a trifle like this, for if the League will take hold of this case and push it to a conclusion, we will not embarrass the officials by criticism. That money will be forthcoming to pay all necessary

bills we are assured from the letters that have come to us the past week, suggesting a popular subscription and offering aid.

THE Penn., N. J., Road Book is the best of its kind that we have seen. It is a model road book, and filled with just such information as touring cyclist needs. The routes are laid out in convenient, readable, and attractive form. It is a model road book and the compilers have done themselves credit. We wish that we could stop here, but we cannot, for the compilers have not been content to give us a road book merely; they have preached a small sermon, and have taken a view of things that does them little credit. We wish they had been content to put out the book without blotting its pages with the cowardly attack on the C. T. C., that they have inserted. We cannot fathom the motive which led to penning the following:—

"A certain offshoot of a foreign organization has endeavored to usurp the government of touring relations in the United States. The Canadian Wheelmen's Association would have been far more appropriately its victim, and stands as a mockery of the attempts on the part of a few 'mugmump Anglo-maniacs' to dictate the policy and eclipse the prestige of five thousand plain Americans. As a uniformed social fraternity and mutual admiration society, the sample of the intruding club has been a conspicuous success, though bearing no resemblance in either particular to that strictly business-like character of the parent which has prompted the latter to absorb all the dues and fees of its offspring to date, giving in receipt a badge of servitude, and a monthly tract telling how to be good and send more. The parent will soon be shamed into allowing the youngster pocket money; scarcely enough, however, to defeat the Legislature of North Carolina, though ample, enough to subsidize editorials as to what the L. A. W. should do, how and when the victory should be gained; and what share of the credit is due the goat which thinks to sting the sleeping lion into action."

The world is large, and there is ample room in it for two such societies as the L. A. W. and the C. T. C. He who dips his pen in gall to say such bitter words against a society that has done so much for cycling as has the C. T. C. does that society no harm, but brings upon himself the contempt of every fair-minded man.

THE city fathers, who, every summer, lecture the people on the necessity of economy in the use of Cochituate water, would do well to pay some attention to the watering-cart fiends who deluge the streets with water, making mud instead of merely laying the dust, as they are expected to do. The milldam is fast going back to its old condition of muddiness, and will soon be ruined by the excess of water used. It would not be a bad idea for the city to engage this contractor who is so liberal, to build over a few of the streets.



### Annual Business Meeting of the American Division C. T. C.

THE annual meeting of the American Division of the C. T. C. was held at Cleveland, 18 May last. The meeting was called to order at 3 P. M., by Chas. H. Potter, R. C., in the chair. T. J. Kirkpatrick was chosen secretary *pro tem*. The report of the treasurer Abbot Bassett, was submitted as follows:—

BOSTON, 13 May, 1885.

To the American Division C. T. C.:—  
Gentlemen, — I have the honor to present my report as Treasurer:—  
To amount received from Committee on the Wheel Around the Hub ..... \$20 25  
Sign Board Fund.....

Dr.

To subscriptions received as below:  
BICYCLING WORLD..... \$5 00  
F. W. Weston..... 5 00  
C. H. Potter..... 10 00  
J. S. Dean..... 2 00  
Eliot Norton..... 1 00  
Wm. Adams..... 25  
William V. Gilman..... 5 00  
F. S. Harris..... 5 00  
C. F. Craven..... 5 00  
F. L. Drullard..... 5 00  
Eliot C. Lee..... 5 00  
W. T. Fleming..... 5 00  
W. G. Kendall..... 2 00  
W. B. Everett..... 5 00  
R. G. Leyboldt..... 2 00

Cr.

By freight and charges on C. T. C.  
Danger Board..... \$5 27

Total cash on hand, 13 May, 1885..... \$77 23

Report accepted, and ordered printed. The chairman read a letter from Chief Consul Weston, as follows:—

SAVIN HILL, 15 May, 1885.

To the Chairman, Annual Meeting American Division C. T. C.  
Cleveland, Ohio.

ALTHOUGH even at this late hour I have not entirely abandoned the hope of being with you, and so rendering these lines unnecessary, the demands of my business at a very anxious period, make it so very improbable that I shall be able to start for Cleveland to-morrow, that I will endeavor to say on paper, in the briefest possible manner, some of the more important of those things which I had hoped to present to you more at length at this our annual meeting.

You will doubtless have under discussion a variety of topics of more or less interest as affecting the future of the C. T. C., but your meeting will be entirely competent to deal with them without any words from me. As a matter of fact, your meeting will be equally competent to deal with all the questions which will come before you, and the few remarks I shall make are not prompted by any doubt as to that fact, but are offered in diffidence, and hoping that by them, possibly, some point may be brought out which would otherwise have been lost sight of.

I take it to be admitted that if cycling as a pastime, an exercise, a mode of locomotion, a factor in healthful human exis-

tence, is of any importance at all, then the C. T. C. is at least of equal importance; for if properly developed and wisely directed, it cannot fail, in my opinion, to become the backbone of cycling not only in England and this country, but throughout the civilized world.

(Permit me to remark here in a parenthesis, that I cannot regard as "civilized" a country where cycling is not feasible.)

In the wisely directing and properly developing of the C. T. C. to which I have just alluded, it seems to be destined that the United States shall play an important, perhaps the most important part. If I am right in this conjecture, and right in attaching to cycling any importance at all, then, surely, I am not far from right when I assert that there is attaching to this country to-day, more of responsibility and of a graver sort,—as to the future of cycling, and of the C. T. C.,—than some of the gentlemen around you have perhaps realized.

Is this responsibility worth assuming? I take it we are agreed that it is.

When in the summer of 1878, a few of the choicest cycling spirits in all England, banded themselves together in what was then known as the Bicycle Touring Club, how incredulous they would have been had one of their number ventured the prophecy that in 1885 the club would have attained its present proportions. Still less credulous, Mr. Chairman, would the gentlemen around you be, were I to state what I think will be the numerical strength of the club after as many more years have flown. I will venture, however, this remark, that given the wise directing which I before referred to, it will not take many years to prove that the C. T. C. of 1885 is in its merest infancy.

But the C. T. C. of to-day is hampered by the swaddling clothes of its still more infantile experience, and it devolves upon the American Division to take a prominent share of the work of exchanging them for clothing more befitting its present dignity, and better adapted for the future before it.

The C. T. C. when it was first formed was a purely national affair. Its international features, which are and should be its greatest strength, came to it much in the nature of afterthoughts, and the consequence is an incompleteness and lack of symmetry in its general structure, which is even painfully evident to those of us to whom its title is something more than a name. It was the recognition of this which produced the motion with which you are familiar, at the Council Meeting, held at Leeds, in August, 1883, and which resulted in the appointment of Messrs. Maddox, Sturme, Walker, Varley and myself, as a committee to consider and report to the council, the advisability of such additions or alterations to the by-laws of the club as might more effectually cover and enhance the international features of our organization. As this committee has been awaiting the ac-

tion of the United States Chief Consul, and as he has been awaiting the action of the American Division, the committee has not yet reported; and in my opinion there can be no more important duty before you to-day than to take such action as will enable your committee to render their report as speedily as possible. Just what that action shall be remains for you to determine, and the few words which I have now to add are offered with as much of brevity as I can compass, and as suggestions only.

That our by-laws, made under different conditions to those which exist now, and amended from time to time as our growth demanded, are to-day an agglomerate, serving but poorly the purposes for which they were intended, cannot, I suppose, be disputed.

I think your committee are prepared to receive and report advice, that a committee be appointed to make a complete revision of those by-laws, and re-write them from beginning to end, and if the gentlemen with you to-day were to appoint a supplementary committee out of their number, and to engage in a similar work, I believe that good would result.

To give you my views as to what the new by-laws should provide would be about equivalent to engaging in the task for which I have suggested the appointment of a committee, but there are one or two points to which I would call your attention.

The reformed C. T. C.—if I may so term it, could find no better model than this very republic in which we live, but instead of a continent only, our C. T. C. would embrace a world. Our constitution should provide for the admission, under proper rules, of every nation in which the cycle is used, for equal rights, equal privileges, equal duties, for all. Each nation should constitute a separate division, and the aggregate of the divisions should constitute the C. T. C.

Each division should be self-governing as far as consistent with subservience to the rules of the C. T. C. at large, and no division whether English, American or Australasian, should have privileges or emoluments which did not pertain equally to each and every other division.

The word "emoluments" reminds me that to some of our members the disposition of the funds of the club would seem to have an almost undue importance, but from my standpoint the financial features of the suggested reforms, are those which present the least difficulties. My method would be roughly thus.

Each division having its own government would also have its own treasury. Each division would elect as it does now, in accordance with its numerical strength representative Councillors. These would have their headquarters in London, and would form, let us say, the senate, not of any division, but of the C. T. C. This Senate would be the supreme governing authority of the club, would have its own officers and its own treasury, and each division treasury would contribute to the

club treasury, a sum equivalent to that now paid to the club, two shillings six pence per member per annum. In return for this, the senate would publish and distribute the club gazette, and perform the numerous duties which are now so well and faithfully performed by what, under the present rules is the government of the C. T. C., but which, under my proposed reforms would constitute the English division.

But I need not detain you further. The new era of the C. T. C. is something, the shaping of which is largely in your hands. If the gentlemen with you to-day are wise in their deliberations, you should certainly lay the foundation of a future for our club, the like of which the world has not hitherto seen. The C. T. C. has been termed "the freemasonry of wheeling." May it be your achievement to render it as truly so as its most ardent friends would wish. In the discussion possibly before you to-day, I earnestly hope that everything approaching to selfish views and motives may be conspicuous by its absence. The question after all is not so much the welfare of the American Division, as it is the welfare of the C. T. C., but nothing will produce so much good for the former as the good of the latter. I dare not trust myself to an expression of the sorrow I feel at not being with you on this important occasion, but it is a source of no little consolation for me to feel that the work is in such good hands. I will not mention names, but I am happy in knowing that there are those among you who are with me in my "creed" as it has been called, and although that creed has been so often quoted, I feel that under the circumstances you will perhaps pardon me if I give it you once again.

"A legislative cycling club should be a national club, but a merely national organization for touring purposes is a waste of power. A touring organization to be thoroughly efficient must be international. This little world of ours is not large enough for more than one such organization, and that organization is, and should be, everywhere and always, the C. T. C."

Yours in the cause.  
FRANK W. WESTON, C. C.

Mr. Alfred Ely moved that Chief Consul Weston be requested to appoint a committee who should report a plan of reorganization of the rules of the C. T. C., as far as applicable to the American Division, said committee to report at Springfield, Mass., in September. Motion prevailed.

Chairman Potter presented a brief summary of the growth of the American division, showing a large increase in membership, viz., May, '84, 301, May, '85, 606, with 14 State consuls and 90 local.

At suggestion of Chair, motion was made tendering the hearty thanks of the division to the BICYCLING WORLD for many favors shown.

On motion of Mr. Ely, the Chair appointed S. C.'s Ely, Coleman, and Brewster, as a committee to arrange time and place for the annual tour this fall. Committee to report to Chief Consul Weston as soon as possible.

On motion of State Consul Brewster, the next annual business meeting will be held at St. Louis, Mo., next May, and the Chair appointed Messrs. Brewster, Smith, and three local consuls from Missouri, to arrange time and other details for said meeting.

Adjourned.

### From a Feminine Point of View.

YOUR polite note, asking for a few observations from a feminine point of view, struck consternation to my heart at first, but, on second thoughts, it occurred to me that it might not be wasted energy if I should say a word for those of the weaker sex who have found in the exhilarating exercise of the wheel a delightfully charming manner of gaining health and strength.

American women are not much given to exercise, and pale faces and general lassitude are more prevalent than they should be. I confess myself to have been one of the weak sisters, and, until I learned to ride, I could not walk three miles without great fatigue. The wheel has brought back the roses to my cheeks, so my friends say, and I ride twenty miles without undue fatigue. The tired feeling that comes from riding is one that brings calm repose, and is radically different from the weariness that comes to me from hard work and gives me a restless night and a morning headache.

In the early days of my riding I always envied those ladies who could talk about ball-bearings, differential gears, loop frame and T frame, and give a name to every part of the machine. It was a sealed book to me then, and, I confess, it is not a very clear page now, but I am fast learning, and to learn is to broaden one's self, you know. I was as little interested in the wheel as my friend Mrs. Cressus is in her carriage. She has no idea what a transom bolt is, and the mention of the running gear would convey no meaning to her. She is content to sit in her carriage, and if there is an accident the driver will adjust matters. Two or three little episodes on the road, however, showed me that it would be well for me to learn a little about my wheel, and I am now more independent.

The delightful freemasonry of the wheel has pleased me greatly. What is it they say about "one touch of nature," etc.? The cycle has supplied the place of nature's touch, and the whole world of wheelmen is one kin. I do not believe that the world has arrived at a point of civilization where it would be safe to know and recognize every person one meets on the street, and etiquette imposes strict obligations upon the ladies, and binds them to certain rigid rules of conduct from which they cannot depart without giving offence to society. On the wheel there is a new order of things, shall I call it the renaissance of etiquette? And still it is not license, and I have yet to see the first evil result to come from the cycle kinship. A wheelman passes me on the road, and respectfully lifts his hat. It is a graceful compliment, and does not imply acquaintance, nor the wish for such. If we were on foot, the same act would be an insult. I cannot draw the line and tell why this should be so, and yet I would not have it otherwise.

On several occasions I have met with accidents on the road, a squeaking wheel needed oiling, my saddle post slipped in its socket, once my steering became disarranged, and on each occasion I was fortunate enough to meet a wheelman on the road, who gave me assistance. I was acquainted with no single one of these, and yet I found them ready to help me out of my difficulty, and their work was done respectfully and kindly. All honor to the wheelmen, I say, for I have found none but gentlemen in their ranks.

One great difficulty in the way of ladies who ride the wheel in Boston is the matter of stabling. A man joins the Massachusetts or the Boston Club and the problem is easily solved, but we can't do this, and must needs build a shed or hire stabling at a livery, an alternative that presents two horns of a dilemma, neither of which is acceptable. I have talked with several ladies and tried to make converts of them but the want of stabling was the ogre in their path. It may be that one of these days we shall have a lady patroness who will give us a stable or help us to get one, and in the meantime we must wait. We don't want luxury, a shed that is clean and waterproof will do, and we will leave the social halls and the billiard rooms to the men, if we can only get a shed. I don't think a shed will be quite up to the third which the law allows us, but it will do.

DAISIE.

### A Birthday Run.

ONE of the institutions of cycling in Washington is the annual run given by Mr. H. S. Owen, on his birthday, 7 May, to the Capital Club. On that date about fifty members of the club responded to his invitation, and met at five o'clock at Albaugh's theatre. There are some peculiar features about Mr. Owen's birthday runs. In the first place, he never leaves the city, but those who imagine that all riding in Washington is done on smooth concrete would be sadly disappointed in the route chosen. A circular route was selected, the radius being about a mile and a half from the Capitol building, an ingenious arrangement, which avoided all paved and travelled streets, but included a number of vacant lots and footpaths, curbstones and ditches, banks and gutters. The instructions for the run were few and simple. The line was to be "single file" all the way, with a distance of five



feet between wheels. Should a rider dismount at an obstruction, either purposely or involuntarily, he was obliged to drop back behind the last man who rode successfully; and in order to keep the line compact a space of fifteen feet between wheels might be filled by any rider able to pass another and occupy it. Of course the tendency was for the best riders to work gradually to the front, while all strove to improve their relative positions as much as possible. Mr. Owen led the party on a 56-inch machine, having discarded the Star for this occasion only. The latter machine was, however, represented by nearly twenty riders, so that the struggle between Stars and "cranks" added an additional element of interest. There was also one "hopper" in line.

It was rather a surprise to some of the new riders when the leader, leaving the smooth pavement, struck off across a vacant common by a circuitous footpath. An occasional dismount, caused by a rut or an ash heap, or a tin can, would take place, and the unlucky rider would turn back towards the rear until the same obstruction would topple over another unfortunate. The first genuine header, however, must be credited to a Star, the rider of which failed to lift his wheel high enough to cross a raised plank walk transversely. Two of the best riders also retired to the rear, having picked up a few feet of wire in their rear wheels, which prevented those useful members from turning.

When half the circuit had been completed, a show of hands found eight stalwarts who had ridden thus far without a dismount. The line was here reorganized, and another start was made. The grand test, however, occurred near the corner of 6th and G streets, N. E. First, a high curb to mount, then a sharp turn on a narrow sidewalk, then another turn into a sandy path filled with loose stone, brought the accomplished rider who had overcome these difficulties, face to face with a new obstacle. This was a gulley about six feet deep, having steep sloping sides and a narrow bottom, which would just receive a wheel. At this point a crowd of spectators were gathered. The sensation of approaching this ditch on the wheel, was that of looking over a precipice. It was impossible to ride up the opposite side without speeding down the descent. The Stars were at great disadvantage here, only two or three succeeding in riding through. The remainder of the run was of substantially the same character.

At Mr. Owen's headquarters, "Star Park," a bountiful collation was spread. Speeches were made, and three times three cheers given for the host. A birthday present from the club called forth a speech from the victim, which commenced: "Boys—you've got me!" and ended as characteristically. The ground was then cleared, and a polo match played on Star machines, followed by a game of "cross tag" between two

Stars and a plucky rider on a Sanspareil. Then at least fifty riders entered an improvised tournament, rings being suspended at different points on the track so as to be captured with sticks. A foot race in heats terminated the sports, which was won by J. Q. Rice, Dr. T. A. Berryhill being second.

The only accident of the day was a painful sprained ankle, which Three-mile Champion Hanna received in jumping over a table.

If there is a better fellow, or a better rider in America than Bert. Owen, the Capital Club will be happy to pay his expenses here in order to have him among us.

COLE DAY.

WASHINGTON, D. C., 18 May, 1885.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Rights of Wheelmen.

*Editor Bicycling World:*—In your editorials of the 15th inst., on "The North Carolina Case," I think you voiced the opinion of a majority of the League, if not all. I, as a League member, have long held the opinion that more could be done to forward wheeling in this country, and increase the numbers of the L. A. W. by protecting the rights of wheelmen, especially where the wheelmen are not able to do it themselves, and wheelmen will not call on the League where they can possibly protect their rights themselves.

If this idea was kept steadily in mind by the L. A. W., collectively, and also individually, and made second to none, the *sine qua non* of all its actions and dealings, instead of misunderstanding, as we now have within the L. A. W., over the amateur question, we all would be united, and thousands—yes thousands—of wheelmen who now stand aloof from the League would flock to our standard, so that our numbers might be doubled by another riding season. To do this, requires work—nothing but work—that is by protecting the outlying and isolated divisions on the part of the L. A. W., and protecting the rustic and isolated localities on the part of the division on the same principles that a nation protects its frontiers.

Let each chief consul try to make his division an example of order and amiability; let each local consul try to make the roads in his locality as near Paradise as possible, and the privileges and rights of wheelmen unlimited; and last, but not least, let each member of the League cooperate with his consul in advancing the rights and privileges of riders, improving the roads, reducing the hotel charges, making the hills safe, and gen-

erally benefiting wheelmen, so that others may thank them if nothing else.

C. E. G.

#### The Niagara Road.

*Editor Bicycling World:*—The descriptions of the road between Buffalo and Niagara, as published in the *World* of 8 and 15 May, are so contradictory, that there may be a desire on the part of some, to hear from those who may be supposed to be more or less familiar with the road; namely, the Buffalo wheelmen. Amongst these gentlemen the road bears on the whole, a bad reputation.

The writer has had an experience of three trips over it. The first two were made, one in June, 1883, the other in June, 1884. The road was so rough, that at the end of each of these two trips, he could have endorsed what Mr. Canfield says of it. In fact, at one point, the party of three who were making the second trip, with one accord crossed over to the railroad near by, in the vain hope that the ties might be far enough imbedded to make riding over them possible.

But on a third trip, made in September, 1884, the road was extremely and most surprisingly good. Indeed, the distance from Niagara to Tonawanda was made without a dismount, and that between Tonawanda and Buffalo, with but one, and this one on account of a horse.

This shows that Karl Kron's opinion is correct. The total subscription enrollment, by the way, to that gentleman's "X. M. Miles on a Bi," this noon, is —. But his "favorable conditions" are indispensable.

As to the probable condition of the road at the time of the coming L. A. W. meet, my opinion is that it will be such as to make a run over it hard work.

The road for a distance of sixteen miles from Buffalo is of clay, and requires a long dry spell to produce smooth wheeling. Even should this favorable circumstance exist, the likelihood is that our friends the farmers will, just at that time, be about their annual road mending. Other provision will no doubt be made by the Buffalo wheelmen, to enable all who attend the meet to visit the great Niagara.

BI. SON.

BUFFALO, May 23, 1885.

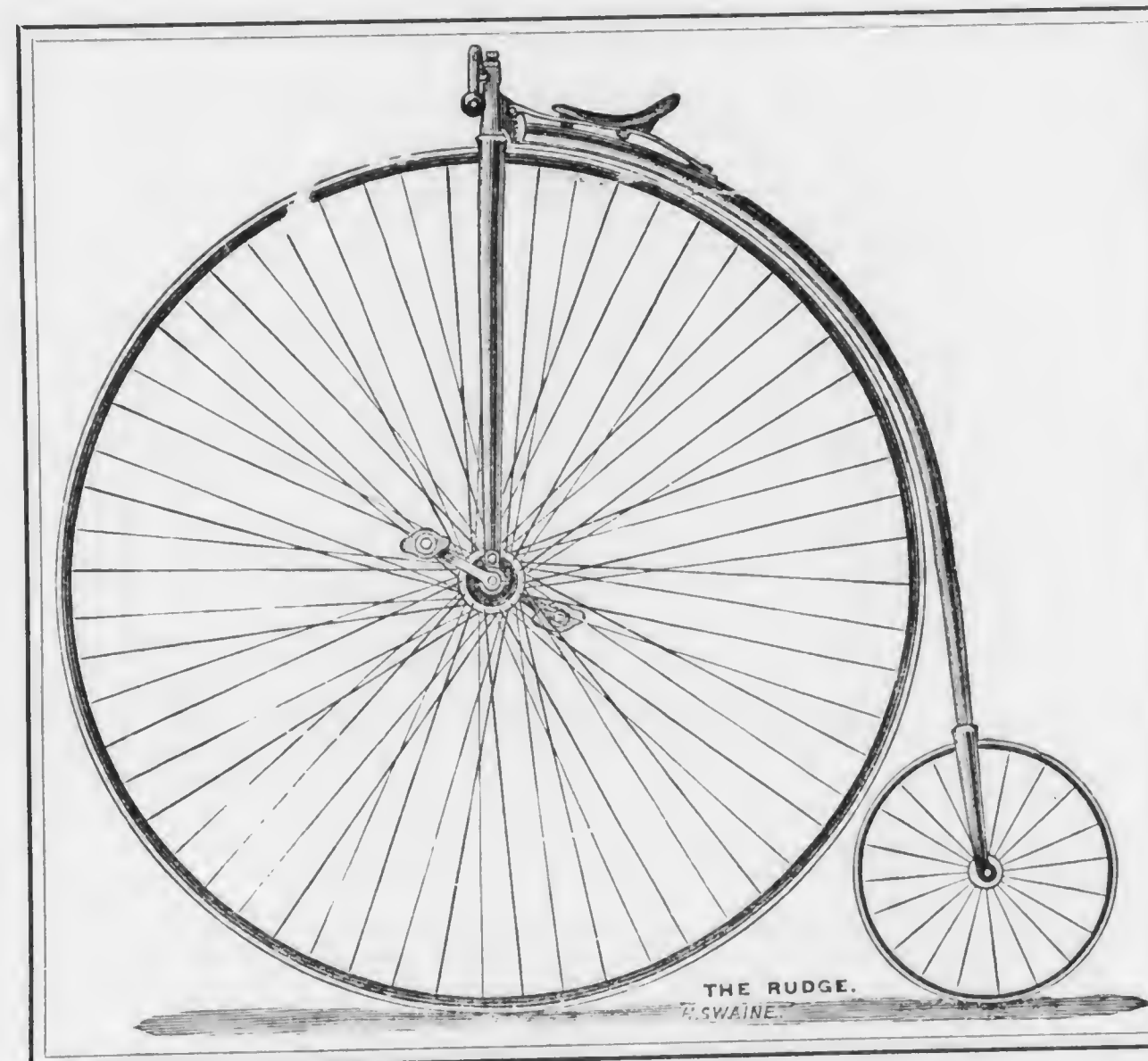
A BUFFALO correspondent writes: "I noticed in the *Bicycling World* of 15 May, a letter from Mr. Canfield, of Randolph, dated 9 February, in which he 'sits on' the Niagara Falls road pretty heavily. A few days since a Buffalo wheelman made this very run as follows: Left Buffalo 5.15 A. M., Tonawanda 6.15, La Salle 7.00, reached Niagara Falls 7.35, having done the entire distance, twenty-one miles, without dismount, and at the rate of nine miles an hour. Mr. Canfield can have this gentleman's name, if he wishes. Will he kindly give his opinion of a road on which this can be done?"

# THE RUDGE

— AT —

St. Louis, Missouri, May 23, 1885,

WON  
7  
OUT OF  
10  
RACES.



WON  
7  
OUT OF  
10  
RACES.

### READ

THE FOLLOWING EXTRACT FROM A LETTER FROM  
**COLA E. STONE,**

OF ST. LOUIS, MO.

"The Rudge is a 'honey.' I had no idea that such a light wheel would carry my weight and make such a difference in racing. On my — I could not do better than 2.50, but on the 58 RUDGE RACER I rode the mile in 2.42, and after I get used to the machine I can do much better. It is the stiffest wheel I ever have ridden."

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Although receiving by every steamer, we have been severely taxed so far this season in keeping up with our orders.

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Send for descriptive price list and mention this paper.

**S. T. CLARK & CO. - - - BALTIMORE, MD.**

at Beaver Falls, he has been made captain of a club.

Our index for Vol. 10 is now ready. Parties can have same on application.

The Canadian Wheelman will issue two numbers a month during the summer months.

The League of Essex County Wheelmen, will hold its annual meeting on Decoration Day, at Beverly. The members will rendezvous at the headquarters of the Thorndike Club on Cabot street, and the parade will start at 10 A. M. Dinner will be held in Commercial Hall, at 1 P. M. The business meeting will be held immediately after the parade, and in the evening there will be a grand ball.

KENNEDY CHILD has returned. I "gripped hands" with him in Wych street on Tuesday afternoon. — *Correspondent Bicycling News*. We showed this item to Kennedy Child, last week, and we then mutually wondered who the fellow could have been that had his hand shaken.

The action of the board of officers at New York, has been ratified by mail vote by a very large majority. The new by-laws go into effect, 1 June.

LEAGUE members in the New England States who intend to go to Buffalo, should apply to E. G. Whitney, 106 Dartmouth street, Boston, for particulars regarding rates. New York members, to Geo. R. Bidwell, 4 East 60th street, and Western members to B. B. Ayers, 152 So. Hoyne avenue, Chicago, Ill.

ONE of the best series of tracts in road making and road repairing, was published by the State of Massachusetts some years ago. They may be found in the volume of agricultural reports, entitled "Agriculture of Massachusetts, second series," 1869-70, and occupy the closing pages of that interesting annual. They form "a compendious whole" of the business, and should be studied by every man who has anything to do with that most neglected and most important department of public interests.

MR. J. S. DEAN, of the BICYCLING WORLD, and the Boston Bicycle Club, and Mr. Arthur Haserick of the Massachusetts Bicycle Club, son of Mr. Haserick, of Stoddard, Lovering & Co., sailed for Europe, Saturday, on the Scythia. Mr. Dean will remain abroad till September, and expects to do some touring in England and on the Continent.

A UNITED STATES flag, having in its centre a large figure 4, will be the standard of the "Big Four tour."

WHEELMEN hereabouts may be interested to know that the first iron bicycle used in this vicinity was built by Mr. Paul Patten, of Salem for Mr. Clarence E. Murphy, of that city in 1877. There were but few machines in New England at that time, and Mr. Murphy obtained his ideas of it from some on exhibition at the Centennial in 1876. This old machine was afterwards rebuilt by Mr. A. J.

Philbrick and is in use to-day, with the essential features of the modern machines. About the same time Messrs. L. B. Packard and A. J. Philbrick constructed a wooden bicycle, and although Mr. Patten was the first to commence work on his bicycle, it may be a matter of doubt as to whether that machine was on the road first. — *Marblehead Messenger*.

NICHOLAS WEBBER, of Lynn, had his bicycle stolen last week, having left it in front of a store while engaged inside.

Outing favors "cyclemans," likes "cyclers," and dislikes "cyclists." How would "cyker" do?

SOME dozen or fifteen riders tried Corey Hill on Sunday. It was a good day for the hill.

WE have a few copies of the *Wheel World* for May, on sale. It contains a fine lithograph portrait of Howell, and an illustrated article by Faed, besides much interesting reading matter. Twenty-five cents by mail.

DR. KENDALL, consul for Dorchester, says that it would give him great pleasure to escort a party of wheelmen to Brockton, on any pleasant Sunday in the near future, and that he will wager the dinners at the Hotel Belmont, for the party, with the person who says he is wrong in his statement that the road between South Braintree and Randolph presents smoother wheeling, more enjoyable coasts and finer views than the road between South Braintree and Holbrook, both roads being *en route* to Brockton, a majority of the party to decide who is to pay for the dinners. Messrs. Corey, Saben, Peck, Haynes and others of the party that accompanied Dr. Kendall to Brockton the other Sunday, say that the road between South Braintree and Randolph was in as fine wheeling condition as any country road they were ever on, much of the surface being as smooth as if macadamized. The doctor also says that if the rider has any particular desire to ride through Holbrook he can do so by following the route recommended by him as far as Randolph, then turn left and one and a half miles over a capital road will bring him to the desired spot, and he will escape the execrable road between Holbrook and South Braintree.

WE are promised relief from a long discussion on the organ question at Buffalo, for the committee will report by mail vote to the board of officers, and the whole question will be settled before the meet.

SUCH has been the demand for "Health Upon Wheels," we find our stock exhausted, and the orders still coming in. We foresaw a large demand, but were not prepared for what transpired. We shall have to ask the patience of our friends once more until we can receive a new stock from over the water.

MR. R. E. BURNETT, of Chelsea, rode Corey Hill last week on a Victor bicycle.

"THE Cyclist and Wheel World Annual" has come to hand. It contains the history of wheeldom for 1884, a list of clubs with cuts of badges, a riding record book, full lists of records, etc. We have a few copies at fifty cents each by mail.

### RACING NEWS

Reports of the St. Louis and Washington races, for which we provided, have not reached us up to the time of going to press. We cannot account for the delay.

CLEVELAND, OHIO, 19 May. — The fourth annual spring race meeting of the Cleveland Club was held at Athletic Park, on Madison avenue. The day was perfect, and a large number of spectators, many of whom were ladies, filled the grand stand, and took advantage of other seating accommodations. Not less than one hundred and fifty wheels were on the ground, at least sixty of them being those of members of the Cyclists Touring Club, which met in annual session in the city the day before.

Quarter mile. — W. H. Wetmore (1), 43 $\frac{3}{4}$ ; J. D. Pugh, Jr., (2), 44; Geo. T. Snyder (3); E. A. Wilson (4).

One mile handicap. — G. W. Ford, 25 sec. (1), 3.26; Geo. Collister, scratch (2), 3.1 $\frac{1}{2}$ ; J. D. Pugh, Jr., to sec. (3).

Five miles. — Geo. T. Snyder (1), 19.26 $\frac{1}{2}$ ; F. H. Palmer (2), 19.42.

One mile tricycle. — C. H. Potter (1), 3.59 $\frac{1}{4}$ ; Clarence Howland (2), 4.2 $\frac{1}{2}$ ; J. H. Collister (3).

Half mile. — First heat: W. F. Knapp (1), 1.30; W. H. Wetmore (2), 1.30 $\frac{1}{2}$ ; K. A. Pardee (3). Second heat: W. F. Knapp (1), 1.28 $\frac{3}{4}$ ; K. A. Pardee (2), 1.29; W. H. Wetmore (3). Wetmore and Pardee were tied for second place but Wetmore waived his right to the prize, and it was awarded to Pardee.

Two miles. — Geo. Collister (1), 7.13; J. D. Pugh, Jr., (2), 7.15 $\frac{3}{4}$ ; J. H. Collister (3).

One mile, novices. — J. T. Huntington (1), 33.1 $\frac{3}{4}$ ; C. E. Farnsworth (2), 3.32 $\frac{3}{4}$ ; C. A. Paine (3).

Asa Ddolph, the famous New Londoner, gave an exhibition half mile spin, making it in 1.27, apparently without an effort. The one mile tandem tricycle race was abandoned, as the machines had not arrived from Boston. The time made in all the races was rather poor, but the contestants are not in the best of condition as yet, and the unfavorable weather for the past six weeks has afforded little opportunity for the thorough training necessary for fast work on the wheel.

NEW YORK, 23 May. — Intercollegiate contest. Two miles. — L. B. Hamilton (1), 7.29 $\frac{1}{2}$ ; Rentor (2), 7.30 $\frac{3}{4}$ .

PHILADELPHIA, 14 May. — University of Pennsylvania games. Two-mile handicap. — G. E. Kohler, scratch (1), 7.34; W. S. Wright, 110 yards (2), 8.28.



PHILADELPHIA, 18 May. — Games of the Philadelphia A. C. *One mile*, — T. R. Finley, 100 yards (1), 3.55; H. S. Kavanaugh, 40 yards (2); L. J. Kolb (3); H. J. Hall, scratch (0). *Two miles*, — H. S. Kavanaugh, 70 yards (1), 7.10; G. E. Kohler, 120 yards (2); A. G. Powell, scratch (3). *Five miles*, — H. S. Kavanaugh, 170 yards (1), 18.55½; G. C. Wenzell, 100 yards (2); A. B. Rich, scratch (3).

ANN ARBOR, MICH., 16 May. — Students' sports. *Half mile*, — R. M. Lee (1), 2.7¾.

PHILADELPHIA, 16 May. — Fencing and Sparring club games. *Two miles*, — L. J. Kolb (1), 6.50; G. E. Kohler (2).

STATEN ISLAND, 16 May. — Athletic Club sports. *Two miles*, — E. A. Hoffman, 50 yards (1), 6.55½; A. B. Rich (2), by a foot.

NEW YORK, 16 May. — Interscholastic A. C. games. *Two miles*, — H. Y. Smith (1), 8.27; A. Y. Gibbons (2).

PHILADELPHIA, 15 May. — Germantown Academy A. A. *One mile*, — H. Hayward (1), 3.57.

NEW YORK, 16 May. — Ninth Regiment games. *Two miles*, — P. M. Harris, scratch (1), 8.2; F. P. Jones, 70 yards (2).

PRINCETON, N. J. — College sports. *Two miles*, — L. Stearns (1), 7.54.

The guarantors of the fund for building the bicycle track at Chicago, have met and organized. The ball club will advance the money to build the track, \$1,000 or more. The guarantors agree that if one-third of the gate receipts from bicycle entertainments does not amount to \$1,000 by 1 November, they will make that sum good to the ball club. After 1 November, an arrangement will be made for a division of the receipts between the ball club and the guarantors. The following officers were elected: President, L. Z. Cowles; vice-president, L. W. Conkling; secretary-treasurer, N. H. Van Sicklen; directors, J. P. Maynard, J. Valentine.

The combined races of bicycle clubs of Baltimore will be held at Druid Hill Park, on the evening of 10 June. Events: One mile, junior wheelmen; one and a half mile, open; one mile, Baltimore Cycle Club; three mile, Whirling Wheelmen; one mile, Druid Cyclists; one mile, novice, Maryland Bicycle Club; one and a half mile, open, (winner of two barred); consolation, one mile entries close 8 June, to S. T. Clark, 2 and 4 Hanover street, or W. S. Bayley, 366 North avenue. Entrance fee, twenty-five cents, for each event.

The K. C. W., of Brooklyn, is preparing for a grand time at its race meeting on 22 June, and all the cracks are expected to show up.

The Citizens' Club, of New York, has presented a punch-bowl to the K. C. W., of Brooklyn, the latter having volunteered to give a club drill at the recent race meeting of the former.

The first annual fifty mile road race of the Ixion Bicycle Club will take place on Decoration Day, and will be confined to contestants from the club. The handicaps has been kindly arranged with the assistance of chairman of the L. A. W. racing board, which is as follows: The tricyclers start at 10 A. M., the bicyclers at 11 A. M. The start will be from the club-house door, No. 2 East 60th street, up 5th avenue to 120th street, to Mount Morris avenue, to 123d street, to 6th avenue, to 145th street, to St. Nicholas avenue, to 155th street, to 10th avenue, to Mount Washington Hotel, to Inwood, to Kings Bridge (turn right), to Yonker's, to Glenwood, to Hastings, to Dobb's ferry, to Irvington, to Tarrytown, to turning point, twenty-five miles, which is about one-eighth of a mile above Tarrytown and return, and finish at No. 2 East 60th street, over same course. No time and labor has been spared by the committee in preparing for this contest. A map of the course (scale of four inches to a mile) hangs on the festooned club-room walls, so every contestant can carefully study the route, especially the turning points, and also where the checkers will be stationed with beverages for the sons of victory. The time will be carefully taken by a large ship chronometer, which in its workings marks up the least variance, whether retard or advance. The course which has been selected, is the best road that runs twenty-five miles, almost straight away, although very hilly in places, and has been measured by Butcher and Excelsior cyclometers, so there can be no question as to the distance if a record is made. The checkers will be stationed as follows: 123d street, Fort Washington Hotel, Kings Bridge, Yonker's, Hastings, Dobb's Ferry, Livingston avenue, and the turning point, and will receive a check from every contestant as he passes on the way up, on which the checker will place the correct time received, point on route, and keep same until the contestant returns, when the checker will place the time then. The prizes will be as follows: A large silver cup, which will have the winners name and time engraved on each year; presented by Mr. Wm. S. Valleeau, Jr.; and a first second, and third medal, presented by the club.

A FIFTY-MILE road race will be held 11 June, under the auspices of the Buffalo Ramblers' Bicycle Club. The route is from the Parade House, Buffalo, to Corfu, and return. The start will be made at 3 P. M. sharp. The race is open to all amateur wheelmen in Western New York, and no entrance fee is required. A gold medal is the first prize, and the second and third are silver medals. Committee of arrangements: D. N. Milley, chairman; J. S. Kellner, H. B. Smith, A. E. Schaaf, J. H. Moffat. A great deal of interest is taken in this event, as it forms the debut of the Ramblers' Club. This was organized during the past winter, and numbers about thirty members. There are wheelmen enough in Buffalo

for three or four clubs, and the number is constantly increasing.

PHILADELPHIA is to have what local wheelmen need — a new track. It is to be built on the grounds of the Gentlemen's Driving Park, inside the horse track, and will be a third of a mile round, twelve feet wide, with an eighteen-foot homestretch. The surface will be of clay and fine cinders mixed, and there will be a building with accommodations and conveniences for cyclists. Work will be commenced upon it in July.

30 May and 1 June Mlle. Armaindo rides a bicycle (mile heats) against H. W. Higham, on a tricycle, in Washington, D. C.

THE Newburyport Bicycle Club has arranged for a twenty-mile race for Memorial Day, and offers first and second prizes of gold and silver medals. The race will be started at nine o'clock A. M., at the junction of Ocean avenue and High street in Newbury. The course will be over the highway towards Ipswich, passing over the Parker River bridge, taking the left-hand road at the junction beyond Bean's Crossing, through Rowley, leaving the Common on the right hand, to a point in Ipswich, south of the railroad crossing, which will be marked by a flag; return over same route to point of starting. Mr. W. C. Johnson, of Newburyport, is endeavoring to put a little life into the wheelmen of the city, and has inspired the road race by furnishing the prizes, and he hopes to see a series of similar races during the season.

THE Yale Club has received entries for its race meeting from Hendee, Hamilton, Wait, Parsons, Hunter, Illston the English rider, Bidwell, Pettus, Hall, Palmer, Webber, Powell, Rich, and many other celebrated riders, who are attracted also by the high reputation of the Hamilton Park track. The prizes, besides the Pope cup, will include an imported breech-loading shot gun, French marble clocks, ice pitchers, cups, medals, banners, etc. The entries should be made to William Maxwell, 209 Durfee Hall, and must all be in by 1 June. The entrance fees will be fifty cents for the boys' race, \$5.00 for the Pope cup race, and for the remaining races \$1.00 each.

THE Nonantum Cycling Club, of Newton, will have a handicap road race, 17 June, Burnham starting at scratch. The club is in a very prosperous condition and has twenty-five members.

#### WHEEL CLUB DOINGS

AVONDALE (O.) CLUB. — Officers: President, Thos. S. Wayne; secretary and treasurer, M. J. Beebe; captain, P. G. Hammar.

KOKOMA (IND.) WILDCAT WANDERING WHEELMEN. — Organized 4 May. Officers elected: President, W. B. Manning; secretary and treasurer, W. J. Dixon; captain, W. L. Dolman.

CANAL DOVER (O.) TUSCAWARA CLUB.

— Officers elected: President, C. F. Baker; secretary and treasurer, F. H. Waldron; captain, J. T. King.

WESTFIELD (MASS.) CLUB. — Organized 19 May. The following were elected officers for the ensuing year: President, E. A. Herrick; vice-president, F. F. Shepard; secretary, Russell Scott; treasurer, William Read; captain, William Colton. The uniform is dark blue throughout.

POTOMAC TRICYCLE CLUB. Washington, D. C. Officers elected: President, Gen. Wm. H. Browne; vice-president, H. H. Doubleday; secretary and treasurer, Andrew Johnson; captain, W. C. Scribner; lieutenant, S. J. Halslett.

MARBLEHEAD CLUB. — Officers elected 20 May. President, George Chinn; secretary, P. Howard Shirley; treasurer, George I. Glover; captain, George P. Graves; lieutenant, John W. Richardson. The annual banquet was spread the following evening.

CLEVELAND CLUB RECEPTION. — On the evening of 19 May, after the races, the new headquarters of the Cleveland Club, on Euclid Avenue, were thrown open to members and invited guests. A promenade concert, from eight to nine o'clock, was followed by exhibitions of fancy riding by Messrs. W. H. Wetmore, J. D. Pugh, Jr., and George Collister. Mr. Wetmore's performance was fully up to the high standard he has achieved by his splendid work in the past, and elicited hearty applause. A canvas covering, on the floor for dancing purposes, interfered somewhat with his movements, and proved very troublesome in the execution of the more difficult tricks. Messrs. Pugh and Collister went through a number of difficult feats, and their work while riding double was particularly good. Dancing was then indulged in until a late hour. The new club-house is considered the finest in the country west of New York. Its interior can hardly be recognized as the old armory of the First City troop. The gun racks and lockers have been removed, the gas jets raised, the walls tastefully frescoed, and the two small waiting-rooms fitted out in exquisite style. An inclined plane, running from the street to the level of the floor, and neatly banked and turfed on either side, affords the wheelman entrance to the building without alighting from his machine.

AN Inter-State Bicycle Club meeting will be held at Youngstown, Ohio, 24 June. The clubs include Youngstown, Warren, Sharon, Greenville, and New Castle. About 12 wheels are expected from Sharon, 21 from Greenville, 9 from New Castle, and 14 from Warren. Frank Iddings, of Warren, was elected president, and M. S. Hanna, of New Castle, secretary.

ON Decoration Day the Massachusetts Club will hold its first all-day club run of the season. A large party and a delightful run is anticipated. In former years the

Memorial Day run has always been a well-attended one, and this year one hundred starters are looked for. The start will be made from headquarters at 9 A. M., and the club-house reached, on the return, at about 6 P. M. The route will be to South Natick via Jamaica Plain, over the magnificent Bussey Park road, Roslindale, West Roxbury, Dedham, Neeham, and Wellesley, to South Natick. Dinner will be served at Bailey's, at 1 P. M. Members are at liberty to invite friends on this run. Capt. Shillaber will be in command of the run.

THE Portland Wheel Club has perfected arrangements to visit Boston on Memorial Day, for the purpose of enjoying a spin about the suburbs of this city. The club members will assemble at State Street Square, at 6.15 P. M., Friday, 29 May, and at 6.30 P. M., will start for the Boston boat. Breakfast will be taken in Boston at 5.30 A. M., and the day will be passed in visiting various points of interest about the city. Among the places visited will be the Longfellow house and Harvard College, Cambridge, Chestnut Hill, Newton, etc. Dinner will probably be taken at Hotel Hunnewell, Newton. The club will return to Portland by boat Saturday night. Some of the members intend to remain in Boston over night, and on the next day ride to Newburyport, taking boat from there.

THE Portland Wheel Club has voted to adopt the League uniform.

THE Nashville (Tenn.) Club has sent us a little pamphlet containing its rules. On the outside is the badge of the club in four colors, and inside are three cuts showing a member of the club in the club uniform.

HAVERHILL, MASS., will soon have a new club, fifteen bicycle and three tricycle riders, have already pledged themselves.

THE Colorado Wheel Club, of Denver, is putting a six-lap track in order. Several members will make a tour to the mountains in July. The sport is thriving in Denver, for over fifty machines have been purchased this spring.

THE Wakefield Club held a hill-climbing contest Thursday evening, 21 May. The only riders, out of six starters, who succeeded in surmounting the hill, were Messrs. Morton, Burrell and Wilkins.

THE Maverick Wheel Club will attend the L. E. C. W. meet at Beverly, 30 May.

THURSDAY evening the members of the Boston Club were entertained at the residence of Mr. E. J. Smith, a member of the club, at Boston Highlands. On Friday, at 4 P. M., the first tally-ho run of the club will take place. The active members on wheels and the associates in a tally-ho will leave the club-house at 4 P. M., and run to Wellesley, by a circuitous route. The night will be spent there, and Saturday will be spent in games and like amusements. The members will return Saturday when and how they please.

#### CYCLISTS' TOURING CLUB

##### American Division.

FRANK W. WILSON, Chief Consul,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 31 Chestnut street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Charles B. Shron, 50 Eagle street, Greenville, Pa.; John W. Drown, Brattleboro, Vt.

##### Canadian Division.

APPLICATION blanks can be obtained by forwarding a stamped addressed envelope, to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B. — Consuls wanted in every city and town in Canada.

#### TO CORRESPONDENTS

J. V. STEPHENSON. — The League officials promise to act in the matter.

TRICYCLE. — Gear it down about two teeth.

H. G. — It is a good machine and not too light for your roads.

F. T. SHOLES. — Blanks received all right. Thanks.

V. C. — Bull & Bowen make a clip for attaching to back-lane without spring.

CHICAGO. — Corey Hill was named for the great-grandfather of H. D. Corey who owned it.

F. P. P. — A person becomes a member of the L. A. W. by paying \$1.00. The money goes to promote the interest of wheelmen in various ways. By joining, you get the benefit of all the good work the League does, you get reduced rates at the hotels, and also increased attention. Much of the work done by the League is for the benefit of wheelmen, and you will share the fruits be you a member or not; but every fair minded man should be willing to contribute the mite represented by his fee, and aid the good cause. We believe that every wheelman should join the League, if for no other purpose than to promote the cause of cycling, and with no reference to direct returns. 2. Write to F. A. Elwell, box 2014, Portland, Me. See our issue for 17 April.

C. H. D. — Either paper will do. 2. Herald.

GEO. A. BATTLES. — Think the Facile will suit you. It is a good machine and suitable for a man of your weight.

X. C. — The racing board does not establish nor locate State championships in States where there are divisions of the L. A. W. That is the duty of the State racing board.

C. T. C. — The C. T. C. has a good system and list of hotels and consuls in America.

H. G. — You can make an attachment to your loop-frame machine so that you can steer a *la* bicycle; but unless you are a millionaire, we would not advise it. It will involve much labor, and that is what swells a bill.



## FIXTURES

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**WHEELS WANTED AT ONCE TO FILL**  
big demand for same in this city and suburbs, *especially* Experts and Standards, 48 to 56 inches; also, good wheels of other makes, a few Stars and Safeties; machines sold at owner's prices; ten per cent commission charged; no charge unless sold; correspondence solicited, enclose stamp; New York Bicycle Agency. C. HERBERT DIAMOND, manager, P. O. Box 2434.

**FOR SALE.**—50-inch full-nickelled Expert Columbia, 1884 pattern; A 1 condition; price \$115. H. P. TILDEN, 405 Commerce street, Philadelphia.

**FOR SALE.**—One 52-inch full-nickelled British Challenge bicycle, in excellent order; it has tool-bag, tools and bell, a bargain; \$100. LEWIS RUSSELL, Box 335, Springfield, Mass.

It has More Nickel on it than any other Bicycle  
Of Half Nickel and Enamel Finish, and is  
A Reduction from Last Year's Price of Above Bicycle and Extras,  
of **\$15.00.**

**FOR SALE.**

## BARGAINS IN RACERS.

One Humber Semi-Racer, weight, 30 lbs.; being a weight which will answer for all kinds of tracks (where often an extreme racer is too light), and can even be used on the road. Used but little; cost \$150; in good order. A good training wheel. Size, 55-inch; price, \$65. Also one Emperor Semi-Racer, 30 lbs; same condition. A good trainer and racer. 56-inch; price, \$65.

WM. READ & SONS.

107 Washington Street - - - BOSTON.

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**BICYCLES and TRICYCLES.** Prices low.

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*152 to 158 Congress St., Boston.*

JAS. S. NEWELL & CO.

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New Machinery Designed and Built.

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**Repairing a Specialty.**

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILL S. ATWELL, telephone No. 1935.

## WHO

# Ride Columbias ?

Those who hold the twenty-four  
hour records.

Those who travel across the  
Continent.

Those who ride for business convenience.

Those who use trick machines.

Those who ride hills.

Those who have ridden longes  
and still ride most.

And they want to know who makes the best roadsters, and find that the concern which has attended most to road machines has attained the highest excellence.

## WHY?

Apply to the Pope Manufacturing Co.  
Boston, Hartford, New York, or Chicago  
and they will send you the reasons with  
proofs of what they say.

## BICYCLE CLUBS ATTENTION

### Wheelman's Official Score Card

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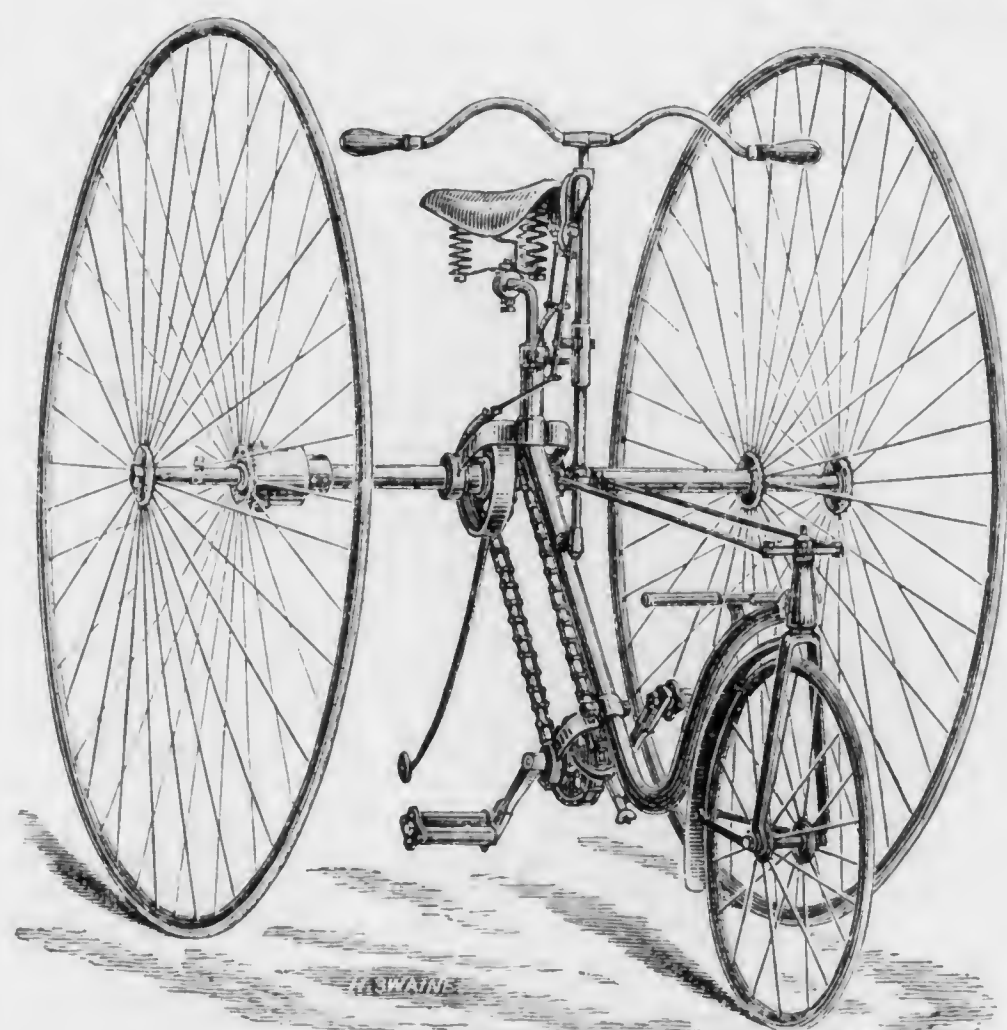




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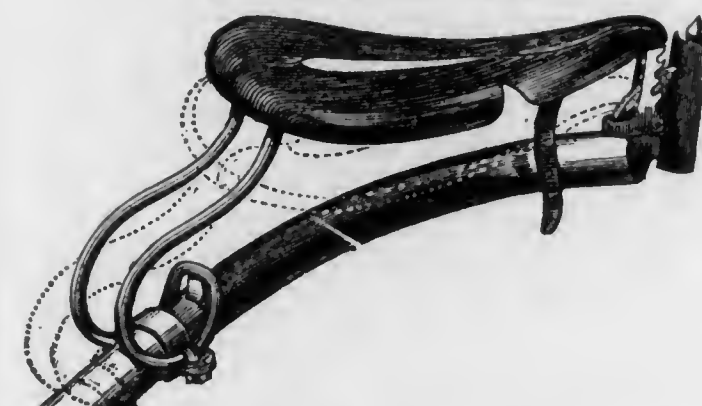
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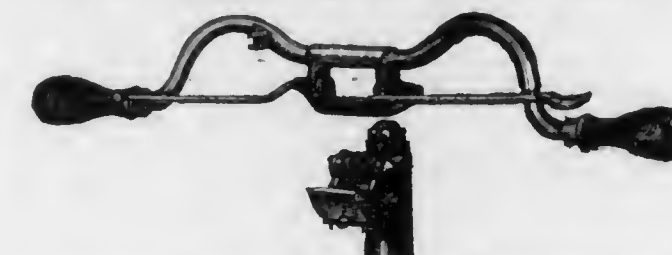
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Improved for 1885.



Is adjustable in height, width, and tension.  
Is bifurcated to remove pressure from the  
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Positively the most perfect and easiest saddle  
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Removes all vibration and jolting.

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Greatly Improved, Simplified and Strengthened.  
The Lock cannot be thrown out of adjustment by  
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not. New safety-rod attachment for the thumb.

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The most complete and most fasci-  
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Ladies or Youths of either sex, the  
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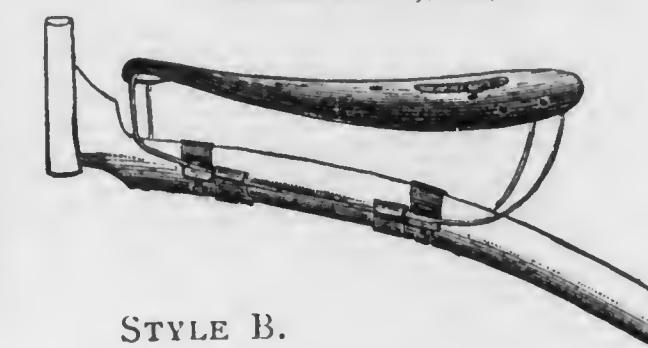
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If you doubt a Direct Spoke  
Why fly to the opposite extreme and take  
the antiquated though often revived tangent,  
when you can

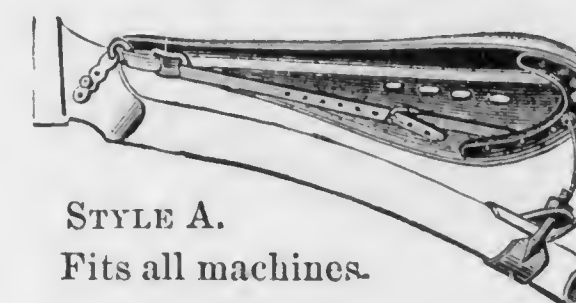
**BUY RESULTANT SPOKES,**  
which both theoretically and practically take  
their pull in the line of average resistance and  
so get the strongest wheel with the lightest  
weight, as IN THE NEW FAVORITE,  
**COLUMBIA LIGHT ROADSTER.**

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Patented Feb. 19, 1884.

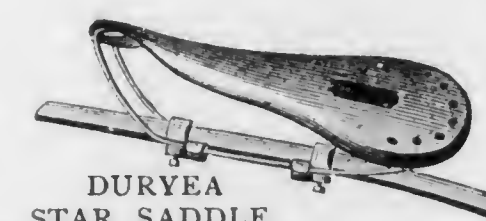


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Prince's Record of 2.39 was made on a Duryea.

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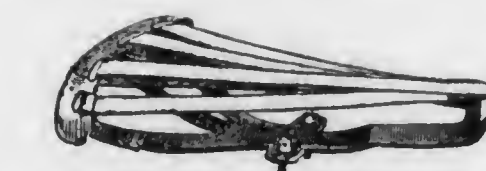
Fits any Machine. (State what machine you ride.)  
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Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made  
that when it becomes slack it can be easily and quickly  
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We beg to express our sincere  
regret that we have been compelled  
to disappoint many of our customers  
by non-delivery of their orders for

THE AMERICAN

**Long - Distance Saddle.**

We are happy to announce that  
having greatly increased our facili-  
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orders without delay on and after  
May 15.

Thanking our friends for their  
forbearance, and also for their very  
liberal patronage in the past, and  
soliciting a continuance of the same,  
we remain, very respectfully,

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(SUCCESSORS TO BULL &amp; HAYNES)

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Licensed by the Pope M'f'g. Co.

**CRICKET.**  
Every Part Detachable.

Top easily removed and new one can be put on with-  
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any sized wire, or any length, bend or shape, can be  
made and inserted in a few minutes by rider himself.  
Front spring drops from perineum, and takes up sag  
of leather produced by yielding of rear springs. For  
crank and Star.

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## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR  
OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead  
centres, a requisite condition for both speed and power.

The new flat-seated tires are a great improvement, and the new  
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A "Reformed Crank Rider" says:—"In strength, safety, control,  
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Bicycles; while its positive action, quickness in steering, and econo-  
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The workmanship and entire practicability of each and every  
machine are fully guaranteed.  
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"From the practical results, which I determined by subjecting the different qualities of steel from which it is constructed to the recognized standard of Government tests, I am free to assert that the 'Columbia' has not its equal in quality of material and finish."

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Devoted to the Interests of Bicycling and Tricycling.

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BOSTON, 5 JUNE, 1885

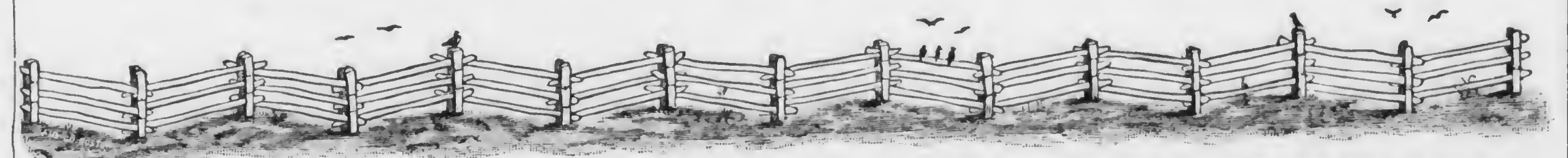
Volume XI.  
Number 5.

## PULL YOUR TIRES OUT!

If you can pull them out

## THEY ARE NOT SAFE TO RIDE!

TIRES ARE FAST ON VICTOR WHEELS.



## THE YALE BICYCLE

weighs less than many bicycles which are advertised as "Light" Roadsters,  
but it is nevertheless a

## FULL ROADSTER BICYCLE,

having a one-inch tire on the front wheel and three quarters on the rear. The bearings are balls all round, the front bearings being triple. The tangent spokes are not brazed where they cross each other, and in this and many other respects the Yale will be found the superior of the many imitations which have sprung up since we placed the great original on this market in 1880. Send stamp for Illustrated Catalogue.

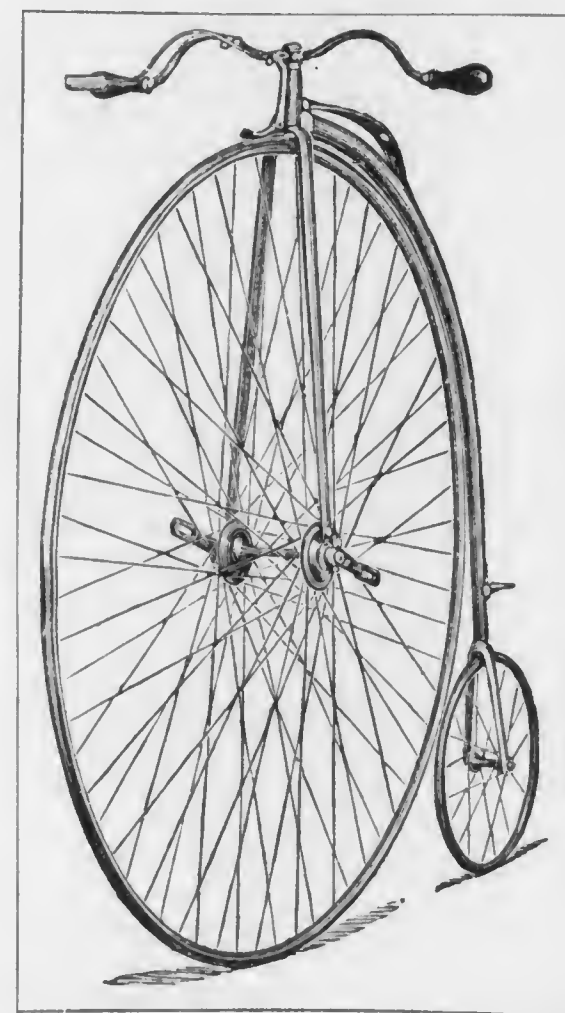
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Manufacturer's Institute, Huntington Avenue, Boston, Mass.



# APOLLO!

A Light Roadster of the Highest Grade.



SINGER'S

\* CYCLES \*

## — SPECIFICATION. —

BEARINGS — Front, new single adjustable ball.

“ Back, solid steel adjustable ball.

FORK — Front, new elliptic, hollow.

“ Back, half hollow.

BACKBONE — Oval steel.

HUBS — New pattern steel flanges.

SPOKES — New pattern steel tangent spokes (or direct).

FELLOES — Steel, hollow.

TIRES —  $\frac{7}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.

HANDLE-BAR — Steel, hollow, cowhorn.

HANDLES — Vulcanite, large.

SPRING — Low, sliding.

SADDLE — Long-distance “Eclipse.”

PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).

BACK WHEEL —  $17\frac{1}{2}$  inch.

FINISH — All bright parts plated, the remainder enamelled.

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The Model Safety Bicycle of the Day.

*Easy Running, Well Constructed, Rigid, and Free from Vibration.*

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MANUFACTURED BY

D. RUDGE & CO. - - - Coventry, England.

The only First Quality Bicycle listed at a Low Price.

The great popularity attained by this machine during the last two years, together with the large number we have sold, convinces us that the **AMERICAN RUDGE** has filled a want long felt by a large class of American riders; namely, a first-class, thoroughly reliable, easy running and carefully built all-round roadster at a low price, and we can unhesitatingly say that **there is no other low-priced machine on either the English or American market, that will compare with it in either quality, workmanship, or finish.** Purchasers will please bear in mind that this wheel is built from the very best stock to be obtained, and that it is not a second-grade machine in any sense of the word.



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1885  
CATALOGUE.

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BEARINGS. Rudge Unequalled Ball to BOTH wheels, exactly like the Rudge Light Roadster.

FORKS. Elliptical; hollow to front wheel; solid to back; very rigid.

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SADDLE. Lamplugh & Brown's, or Brooks's, long-distance tension.

PEDALS. Heavily nickelled parallel, fitted with extra strong pins.

SPOKES. Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

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IMPROVED FOR 1885.

CAN BE READ FROM THE SADDLE AND USED WITH A HUB LAMP.

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Its form remains the same, but the works have been entirely remodelled.  
Its action is more positive, and the troublesome springs are done away with.  
Now ready for bicycle, tricycle, and American Star.

THE BUTCHER AUTOMATIC BICYCLE ALARM

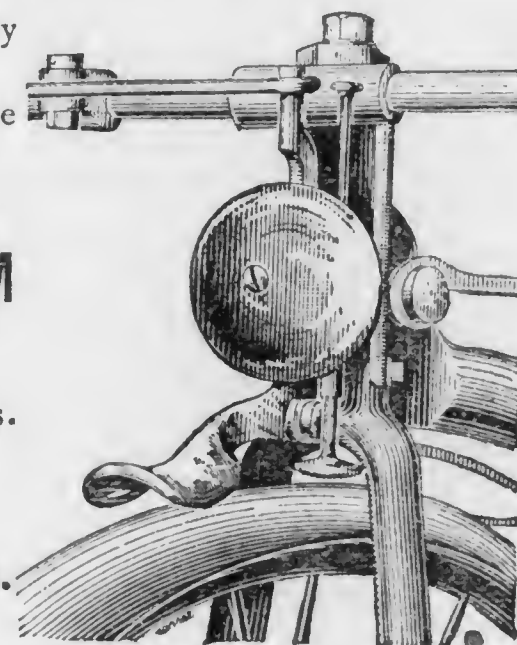
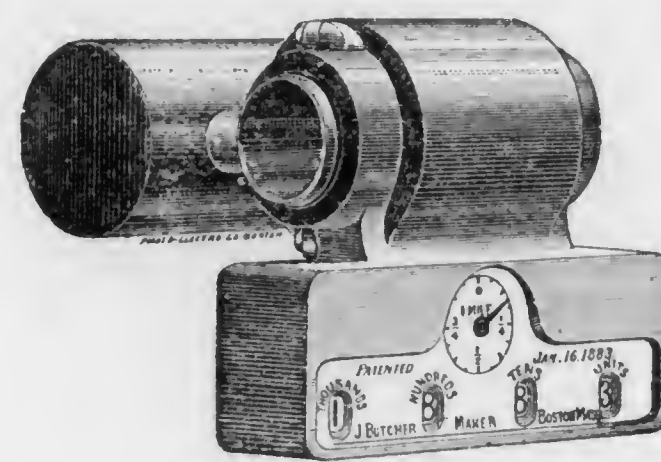
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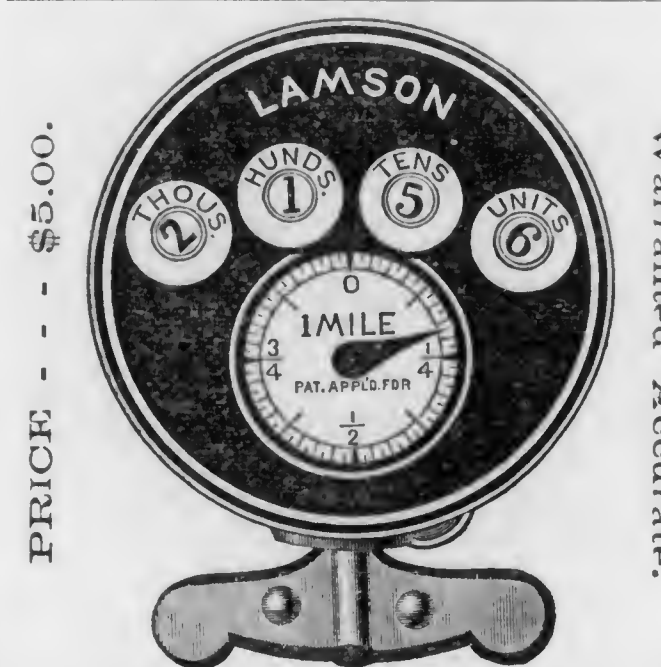
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Club Tailors to the 'Cyclists' Touring Club.

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The action is REALLY POSITIVE and the Cyclometer cannot fail to operate at any rate of speed.  
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I have received a stock of

**QUADRANT TRICYCLES,**

The Best,  
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The Lightest,  
The Strongest,  
And the most scientifically constructed tricycle yet made; also the

**FACILE BICYCLE,**

For which the Undersigned is Boston Agent.

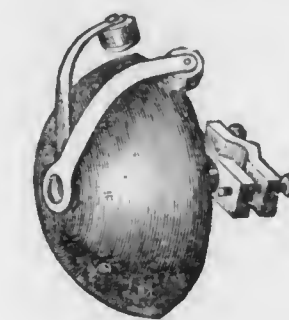
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Washington St., near Euclid,

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Call and see them, or send stamp for Catalogue.

**Bells! Bells!!**



Peerless Stop Bells.

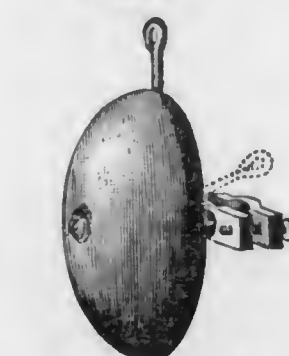
SIMPLE,  
EFFECTIVE, CHEAP,  
GOOD.

No. 8, 1 Hammer - - - 75cts.  
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Surprisingly Simple. Nearly  
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the way. Stopped by Shifting  
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No. 10, \$1.25.



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A Bell For Tricycles.

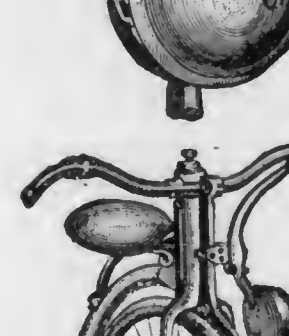
Equal to the

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One or a Series of Strokes  
at Will.

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THE X-L-NT AND UN-X-L-NT  
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Sales extending to other  
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Most Successful Bell ever  
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MAY 12, 1885.

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THE "HUMBER TANDEM."

FOR TWO RIDERS HAS NO EQUAL.

IT IS THE FASTEST MACHINE MADE,  
AND IS A SPLENDID HILL CLIMBER.

LIGHT TRICYCLES, 60 TO 70 LBS., FOR LADIES.

THE BEST ARE THE CHEAPEST, and the largest makers conclusively prove by IMITATING them that they consider the BEST MACHINES are the "Humbers."

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Lists on application with Stamp.

SPECIAL NOTICE. — The public is hereby notified that genuine Humber Bicycles and Tricycles are made ONLY by Humber & Co., at Beeston, Nottingham, and bear their stamp on the neck. All others are INFERIOR IMITATIONS.



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25 CENTS.

**COLUMBIA BICYCLES**

ON INSTALMENTS.

We have made arrangements to sell the Columbia Bicycle on weekly or monthly payments. Any one can now obtain a Bicycle with a small weekly outlay.

Send for full terms and particulars to

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*Is the only American Bicycle holding a*

## WORLD RECORD.

**1-4 Mile.—37 3-5 Sec. - - - FRED RUSS COOK.**

**1-2 Mile.—1.17 2-5 Sec. - - - GEO. M. HENDÉE.**

**24-HOUR RECORD FOR AMERICA.**

**207 1-2 Miles in 24 hours - - - FRED RUSS COOK.**

**WE HAVE NEVER KNOWN A VICTOR WHEEL TO BUCKLE.**

SEND FOR CATALOGUE.

**OVERMAN WHEEL CO.**

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The new model is vastly improved in workmanship, and has been greatly simplified, and made stronger and stiffer, while the **WEIGHT HAS BEEN REDUCED SOME ELEVEN POUNDS** in the 48-inch size. **Sample now on view.** No Catalogues can be had till later, and applications for same must be accompanied by two-cent stamps. All applications from outside of New England must have enclosed five cents in stamps, or no Catalogue will be sent.

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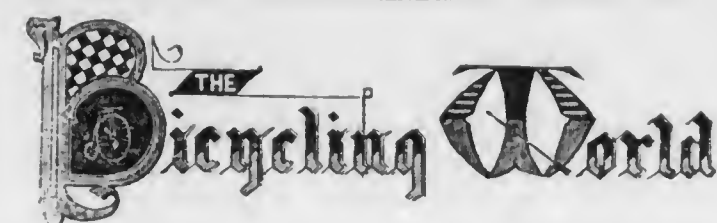
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Geo. D. Gideon, 1539 Race St., Philadelphia.  
H. B. Hart, 813 Arch St., Philadelphia.  
John Wilkinson Co., 68 Wabash Ave., Chicago.  
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.  
Geo. R. Bidwell, 4 East 60th St., New York.

ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 5 JUNE, 1885.

THE Road Race is becoming a popular institution. The success of those run on Decoration Day insures many more in the future. If men are to race at all, we believe as good results can be obtained from the road race as from any other. We do not, it is true, get as good time, nor is there the excitement that there is in a race where the riders are in sight the whole distance, but we get a test of machines built for service and under conditions that they are likely to meet with in ordinary use; and we get a test of the abilities of the riders on the roads, and this is interesting to us all. But we think a word of caution is necessary to those who promote road racing. The thing is in violation of law and can only be pursued under the indulgence of the authorities. Let nothing be done to forfeit the right to this indulgence in the future.

Little harm can come to the public if the races are conducted, as they should be, for a field of riders at a twelve mile an hour pace will not make the commotion in the street that a single horse driven at a speed of ten miles an hour will. If races are properly conducted, they will attract little or no attention from the authorities, and they will be allowed to take place; but once let them get into the hands of irresponsible men, and we can imagine it possible that a deal of injury will be done the public and the law will make itself felt. We believe in the observance of law, but there are some laws that can be amended to advantage. The Massachusetts law which prohibits travel at a rate exceeding six miles an hour is a case in point.

AND now the *Cyclist* Annual credits Cortis with 2.41½ for the mile. Perhaps the editor of the *Cyclist* will rise and explain why. We refer him to his files and to former tables. We have nothing to say about the English system of timing, but the papers make sad havoc of the times when they get them into print. Whole chapters might be written on this subject.

PROMOTERS of race meetings owe a duty to those who compete, and they neglect that duty when they allow those who come from a distance to wander about in search of accommodations, and when they provide poor dressing-room accommodations. Numerous cases of theft from the pockets of racing men who left their clothes in the dressing-rooms while they were on the track, were reported last year, and in several cases no water was furnished. The remedy for this can be easily seen, and it should be provided.

THE records have begun to fall already if we can believe published reports, but it must be remembered that all records claimed are not substantiated, and that the evidence in each case will be carefully sifted before the new figures are allowed.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A New Idea.

Editor *Bicycling World*:—We have been favored with a few glimpses of the

sun lately, and begin to feel as if spring had come. And with its advent comes the irrepressible velocipede inventor, with his multifarious wheels within wheels, by means of which a child may drive a buggy thirty miles an hour, and accomplish the work usually assigned to four horses. Or, perhaps, it is the motor man, with his non-eccentric, triple-cranks, compressed electric-air accumulator forty-horse-power engine, that can be carried in a grip-sack, and is always ready to drive a tricycle, chop wood, milk the cow, or haul coal, and all this without fire, water, oil, or attendance. Or may be it is the thirteen-wheeled safety roller skate man, whose eloquent discourse drives us wild, and causes us to look wistful at anything like a club. But we are patient, and have an Indian's superstition regarding such men, so hear him through, and then refer him kindly to our friend who runs an opposition business across the street. After which we turn around and soundly scold the office boy because "such is life." Yet every cloud has a silver lining, and to show that we are up with the times out here, will describe our latest, viz., "The Advertiser Bicycle." It is an ordinary bicycle in outline, but remodeled to suit the needs of a rapid advance advertising man. Beginning at the handles, they are found to be hollow; the left one containing paint, the right one ink. The brake lever is replaced by a penholder, the brake spoon by a paint brush. The right bar is detachable, and fitted a *la* pistol cane; the left bar connects left handle with paint brush. Properly manipulating the left handle supplies the brush with paint, which is then applied to the tire by pressing the brake lever. The tire is provided with large rubber tyre, clamped on in such order that if painted when passing over any good surface, they will leave a lengthy legend, somewhat as follows:—

COBBLERS SHOE REPAIRS

COBBLERS SHOE REPAIRS

When this, or some similar poetic inscription, is scattered the whole length of every sidewalk in town, it will be pretty certain that every one who runs will read. The saddle is a small portfolio, padded with paper and envelopes. The outer shell of a telescope tool bag makes an excellent cigar case, and the inner shell, being properly water-proofed, makes a good drinking cup. The backbone is filled with beer, drawn through a spigot-shaped step. The front forks are provided with spigots instead of foot-rests, and contain drinks of better quality for private use. The spokes are replaced by thin convex paper disks placed with their convex sides together, thus making a double convex wheel with hollow centre, in which, through small doors, extra bills, cards, clothes, and other sundries, can be placed. The tire is instantly removable, and when stretched out forms an excellent fire escape. The finish is not nickel or enamel, but the many colors

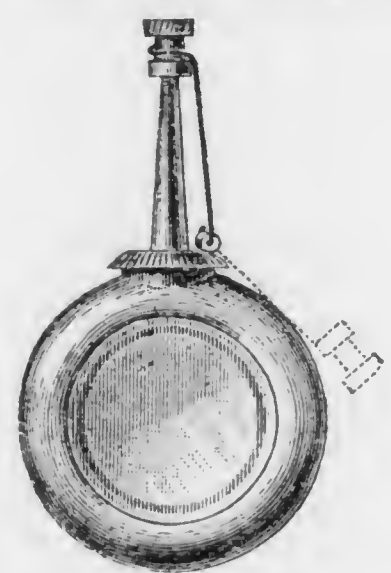


of the show bills. This is of little advantage when standing still in proper position, but, in nine cases out of ten, the public are obliged either to stand on their heads or do the cart-wheel act in order to read the bills, and this exertion will so impress their memories that having read the advertisement once they will never forget it. The whole machine is instantly convertible into an umbrella by removing the backbone from the head, and inserting the end of the neck in the hollow axle.

Taking all in all, we think it a good invention. Further information may be had of Mr. Commercial Drummer, No. 354 Blank street, this city.

No. 2542, L. A. W.

### MANUFACTURE.



The Paradox Oil Can.

MANUFACTURED BY H. B. HART,  
PHILADELPHIA.

MR. HART has conferred a boon upon cyclists by giving them an oil can, the stopper of which will not get lost. We will not undertake to say just how many times we have hunted for a stopper, but it is a good many, and we have not always kept our temper. Mr. Hart explains the name by saying: The stopper is linked to the spout at its base with a rigid link, and this makes it undetachable; the link is hinged to the base, and the stopper is so made that it can be unscrewed while it is yet held by the link, thus it is detachable, and you have the "Paradox." It is sold: gold, thirty cents; nickelled, twenty-five cents.

MR. C. E. DURYEA, of the St. Louis Wheel Company, and inventor of the Duryea saddle, has just been putting into practical form several fancy creations, and the good results he has obtained encourage him to push them further. The first is a tire heater, one form using gas, the other kerosene. It is attached to the burner by a tube. The principle is in the introduction of a blast of air into the centre of the flame, thus insuring perfect combustion and powerful heat. The St. Louis Wheel Company has arranged to handle it. Price seventy-five cents, portable in size, and powerful as two ordinary Bunsen burners.

The second is a frame carrying a sad-

dle post and saddle, double-cranked pedal-shaft, handles, and foot-rests. This frame can be attached or detached from a front steerer, loop frame tricycle in two minutes, converting such a tricycle into a tandem with an open front and rear steering.

The third is a brass tool case. Clamped to the spring or back-bone, and locked with a Yale lock. This will give security from thieves, and is always neat and shapely.

The Coventry Machinists Company have fitted up the basement of their establishment at 239 Columbus avenue for repairing. They have brought over one of their most expert workmen who will attend to this department, and good workmanship is assured. A complete supply of parts will be kept in stock.

Dr. L. S. Copper, of Cleveland, O., patentee and maker of cricket bicycle saddle, has invented and patented a new saddle, which combines the advantages of the cradle spring, swinging spring and safety suspension saddle, with the principle of positive safety from perineal pressure. The frame is made from a single piece of wire, and the top in two halves, each half being supplied with a heel plate which acts on the principle of the whiffletree, which effectually takes up any unequal drooping of leather. Saddle can be made any width by rider himself.

*Editor Bicycling World:*—We wish to express our appreciation of the patience with which the old riders have waited for our Victor bicycle, and to thank the riding public for the reception they have given our efforts to produce a bicycle which shall meet every want, and be fit to compete with the best in any country in point of speed as well as other qualities. To those who are still waiting for Victors, we will say that our facilities are so largely increased, that we can promise prompt delivery within about a week from this date.

Very truly yours,  
OVERMAN WHEEL CO.  
A. H. OVERMAN, President.

### Buffalo.

DECORATION DAY finds preparations for the League meet well under way. The Buffalo Club will hold its annual tournament in conjunction with the League races on the third of July. Details of the races are not yet arranged, but due notice will be given of them.

The transportation committee has secured special rates and baggage car facilities over the Hoosac Tunnel and West Shore lines, also the Michigan Central, and wheelmen visiting Buffalo for the meet are advised to take these roads wherever they can do so. Hotel accommodations have been positively secured for 1,200 wheelmen, and there is room in other hotels for at least five hundred more, so that if we don't have two or three more big fires we can get the boys into shelter of some sort, any how.

The route of the L. A. W. procession

has been fixed, and there is not over a single block of stone pavement in the whole of it. It takes the riders over the best of our Park roads, and through the finest parts of the city, such as Delaware avenue, Linwood avenue, North street, Porter avenue, and the Front, from which a beautiful view of Lake Erie and Niagara river is obtained.

Bull and Bowen have their road book of western New York in the printer's hands, and it will appear in course of ten days. They will send it to any address *gratis*, on receipt of a two-cent stamp. It will be very useful to those wishing to come to Buffalo by wheel, as its descriptions cover over 1,200 miles of road without repetitions.

The Buffalo Bicycle Club has rented a house for its headquarters, which required but trifling alterations to make it exactly what they wanted. It is within one block of the asphalt pavement, and within a stone's throw of the new Fremont Place Armory, which the club expect to use for riding next winter.

The club has a touring committee, whose chairman is Charles W. Adams. He does more touring, probably, than any other man in the club, except R. H. James. He wants reports of all road runs made by members to be sent him for record, and no doubt they will prove interesting reading next winter. The first evening club-run of the season was held 29 May, under command of Capt. Dakin. These are held every Friday evening during the summer, and are usually very enjoyable, especially in moonlight. Last fall the order went forth for every man to provide himself with a Chinese lantern at the next club run, and the result was a very picturesque parade, and the largest attendance of the season.

P. X. Q.

### The League.

THE new by-laws went into effect 1 June.

ALL applications and renewals should hereafter be sent direct to the secretary, E. M. Aaron, Box 916, Philadelphia, Pa. He will, as soon as the name is approved by the membership committee, issue tickets, sending them to the various division officers, or direct where the members are not resident in division States. The division officers will hereafter transact all business with the secretary, no accounts will be kept by the treasurer save the account between him and the secretary.

THE new executive committee met at the Grand Union Hotel 25 May, and among other things, decided that the fee must be \$1.00 for the longer or shorter term.

PRESIDENT BECKWITH announced his intention to appoint Mr. E. M. Aaron, the former recording secretary, to the position of secretary-editor. Mr. Aaron signified his acceptance of the position.

J. M. THRASHER, of Elgin, Ill., has

been appointed a representative from that State.

THE covers of the programmes of the League meet will be handsomely embellished with red and silver cycling designs, including a handsome representation of the L. A. W. and the Buffalo Bicycle Club badges.

THE racing board will dine strictly *in camera* during the meet. Having done a deal of work, they are hungry.

ARRANGEMENTS for transportation to Buffalo for the League meet have been made with the Fitchburg and West Shore roads. Owing to the cut rates, no material reduction has been made, but wheels will be carried free. Tickets are good going to 4 July and returning to 10 July, and may be obtained at the West Shore office, 300 Washington street, after 25 June. New England members intending going to the meet should address E. G. Whitney, 106 Dartmouth street, for further information.

### From a Feminine Point of View.

WILL the coming woman race? Heaven save the mark! Womanliness is the crowning glory of woman, and she sacrifices this when she makes herself unduly conspicuous. On general principles I should have little fear of seeing my sisters-in-sport on the race track; but when I see frail humanity asserting itself and bidding even the ladies to attempt supremacy in speed, I shudder at what the future may bring us.

IN the course of my travels, it often becomes my good fortune to play wheeling tutor to a bevy of fair girls, and I find too often that they are not satisfied to have one machine in the party, because there is no chance for a race. I called at a friend's house the other day, and happened upon her just as she was entertaining a company of schoolmates. As usual in cases where a lot of girls get together there was a merry time, and the advent of my tricycle was hailed with pleasure. I had to give a lesson to each girl in her turn, and the round of scholars gave me the graceful, the awkward, the weak, the strong. We had a lively hour in the road in front of the house, but there was a cloud over the party, because there was no second machine, and the girls could not get up a race. I was thankful in my heart that there was but one machine, for I don't know what the young ladies would have been led into, nor how the machines would have come out.

HUMANITY likes to see a contest. I think the Garden of Eden was not perfect according to man's ideas, for there was no provision for racing of any kind. When the Shah of Persia was in England, he was invited to go to the Derby. "Why should I?" said he, "everybody knows that one horse is faster than another." The reply to this is not recorded,

but a bystander might have struck the key-note to the whole thing by saying, "Yes, we all know it, but I'll wager you a pound you can't tell which is the faster." The desire to witness a contest is firmly implanted in the ideas of man. It is not so deep-rooted with woman, but I think she has her legal third. The crowds attracted to the ball field, the race course, the spelling matches, running matches, etc., etc., abundantly prove this.

SHALL I call this a weakness, or shall I commend it? From many points of view it is commendable, from others it is harmless; on many accounts it is baneful. If this desire leads women to race or to strive after records for speed on the road, I shall regret that they have taken to the wheel. Let us not forget to be womanly. Let us be as inconspicuous as we can, and preserve the good name of woman, not drag it in the dust. Let us wheel for pleasure, not for glory, and be content with the exercise, the freedom from care, the exhilaration, and the educating influences which the tricycle brings.

LET us be inconspicuous. I say that again, to impress it upon my lady readers. In no other way can we better live up to this idea than in the selection of our costume. I am not one of those who believe that "any old thing will do to wear while riding," nor do I want a gorgeous costume. I met a lady the other day on a sociable with a gentleman friend. She was arrayed in all the colors of the rainbow, and wore an aspect of self-satisfaction that was ludicrous in the extreme. She was radiantly *attractive*, and I regret to say that many of my sex strive to be attractive, and have little regard for the means, so they achieve the end. The proper costume for riding can be described in a few words. Flannel underneath, no corsets nor crinoline, a dress without trimming, and a jacket likewise. I got a glimpse of a picture of a woman on a tricycle a short time ago clad in Mrs. King's proposed costume, and I was glad that it has found little favor. Dr. Mary Walker is the only woman in America that would wear such a rig, unless I mistake my sex.

THE good-natured curiosity which causes every passer-by to stop and stare at a rider is to many ladies very objectionable, but it is harmless, and the horror which one feels at first soon wears off. "Men's eyes were made to look, and let them look." They will do so, whether we let them or not, and it is for us to get along with it without showing annoyance. I think we meet with less charity from our own sex than from the other. "I wouldn't be seen riding one of them things," said a woman in my hearing the other day. It was said as I dismounted to do a little shopping, and it was intended that I should hear it. I didn't tell her that she had better not, and that

it would be better if she would give her time to the study of grammar, but I was tempted to.

I am glad to see that the English makers are housing their steering-gear. Housing I think a good word, but perhaps it doesn't give the idea I wish to convey so well as encasing. A number of ruined skirts bear testimony to capture by the teeth of the pinion, and a voyage into the depths of contact between the cogs. On the other side, an insufficient chain-guard has made my skirts acquainted with the greasy chain. I hope to see our American makers follow the example thus set them, and give us protection from the greasy parts. Oil is a very good thing, but it is a good thing out of place when it is on our clothes. Neatness is a virtue, but it is an expensive one when the greasy parts of one's machine are not protected, and the odor of naphtha is a most unwelcome one.

DAISIE.

### Two on a Tandem.

NEXT to a Sunday-school picnic, where one carries the lunch baskets, shawls, ice-cream freezer, and lemonade tub, seven miles up a high hill, midst perspiration and profanity, to please a pretty girl, and have one's hat crowned with wormy leaves as a reward, a ride on a tandem is a thing to be remembered.

The writer entered a conspiracy with a fat man of alleged athletic tastes, to spring a tandem unawares upon the Boston Club. Having had experience with oily, smooth-spoken importers, who assure their victims that the long-expected machine is "on the water," or in the custom house, knowing well that

"The miserably have no other medicine  
But only hope,"

we encouraged them in an honest competition to get the first tandem of the convertible pattern to America's shores. As a result, it arrived before we expected it, some six weeks behind time, and the successful dealer beamed all over with satisfaction at the brevity of the delay.

For two weeks life passed like some fancy dream. The tandem glided over the road as if impelled by some unseen power. Each rider declared he was not exerting himself in the least, was merely letting his feet go around, and yet it shot ahead of everything. My bicycle, that venerable vehicle, which, in four years of its checkered existence had had every modern improvement added until only one spoke of the original machine remained, was forced "to drink oblivion." My first partner's front and rear steering, seven speed gear tricycle, with small boy pushing attachment behind, lay neglected and forgotten in a corner of the wheel room. In two weeks we made two hundred miles, and doctored the record on the club-book, so that about four hundred stood to our credit. On a level road, the tandem went of its own accord; we had to exert ourselves only to keep from back-



pedaling. Up hills, bikes, trikes, and teams were left far in the rear. Down hills we went like an Alpine avalanche. In fact, it reminded us of the coasting days of our almost forgotten youth, when we were tempted to yell "tra-ck." But even a tandem is not a thing of beauty and joy forever. I may not have mentioned that my fat-partner stated, in the first place, the heavier man should be behind. He also insinuated that I was a mild form of genius at steering. I took the bait, hook and all, and rode in front. We smoked cigars on the tandem, and it was very convenient to exchange lights; and when my partner threw out a suggestion that I ought to put a spark-arrester and smoke-consumer on my cigar, I was secretly pleased with my position. But when he began to lift my cap to objectionable characters in the streets, to dig his chin into my back in climbing steep hills, to use my pocket handkerchief on his ever-perspiring forehead, and to select the best cigars from those I had in my pocket, I felt that the *role* of a "genius at steering" had its disadvantages. As the novelty of the thing wore off, the machine began to run harder. Dark suspicions invaded my thoughts. I inaugurated a detective bureau, and endeavored to catch my partner coasting at my expense. My efforts were unavailing. His feet were never off the pedals when I looked. I sometimes thought he might have grown sleepy or absent-minded, and back-pedaled by mistake. As a result of all this, we have not quarrelled, we have not dissolved partnership, and we have not given up tandem riding. No, but we *have* changed seats.

L. R. H.

P. S. I append some useful advice to tandem riders. Never let a designing partner get you to do all the work by previously filling you to the brim with that delusive fluid known as Old Tom gin. Never try to instruct an inexperienced cook how to make corn fritters for your dinner. All's not corn that fritters.

## NOVICE'S COLUMN.

### Frames and Bearings.

As the frames and bearings of tricycles are somewhat more complex, we will deal first with bicycles:—

Frames of bicycles consist of front and back forks, backbone, and head. The front fork in its simplest form consists of two flat bars of iron, or better, of steel, which, beginning at the hub of the large wheel, run up parallel with the spokes to about an inch above the top of the wheel, when they suddenly curve toward each other and join in an arch over the tire. Solid forks are made slightly elliptical in section, as the greatest strength is required in the middle, and the edges are almost sharp. The greatest strain on forks is at the top, so they are made wider and thicker there, and taper and grow thinner downwards towards the bearings. Hollow forks have almost en-

tirely taken the place of solid ones now, and consist of two tubes of weldless steel, tubes tapered and then flattened till they are shaped almost exactly like a sword scabbard, only sharper at the edges. They are much lighter and stiffer than solid forks, though harder to straighten if once bent. Hollow forks are usually elliptical in section, as I said above; but sometimes they are semicircular, and sometimes have a groove rolled in the outside, so they nearly resemble two tubes fastened together; these latter are called "fluted forks," and are perhaps the most rigid of all. The head is a cylinder, generally slightly tapered from bottom to top, and about 6 inches high; it generally is a solid forging with the upper part of the fork; behind, it has a slot made in it, and the inside is hollowed out. A hollow conical hole, or "centre," is made at the bottom, and a hole is bored in the top. The slot in the back of the head is made to admit the neck of the backbone, and therefore is about  $1\frac{1}{2}$  inches wide and 4 inches high. If it were made narrower than this, the sides of the cylinder would strike the neck of the backbone and prevent the machine from turning sharply enough. The neck is a piece of steel 3 inches high by 2 inches long and  $\frac{1}{2}$  inch thick. On its front edge it has a "spindle," or pin, made in one piece with it some  $4\frac{1}{2}$  inches long and pointed at each end. The neck is, perhaps, the part of the bicycle which must be of good material and great strength, for it forms the connection between the backbone and front fork, and has to stand more wear than any other portion of the machine. It is fastened to the fork thus: The spindle on the front of the neck is inserted into the slot in the back of the head, and the pointed lower end is fitted into the cavity at the bottom. A screw which is bored out to fit the upper end of the spindle is then put into the hole at the top of the head, and screwed down till it holds the spindle firmly without allowing any rattle or shake, but permitting the spindle to turn freely. There are many slight modifications of this method, but the same principle runs through them all and it is not worth while to describe them. The backbone, which is really the main frame of the bicycle, should be always made of the best weldless steel tube. It begins just behind the head of the machine, where it is brazed to a cylindrical projection on the back of the neck, and follows the outline of the wheel for about one quarter its circumference, and then runs straight down to within about 18 inches of the ground.

Backbones should be not less than  $1\frac{1}{2}$  inches diameter beneath the saddle, where the most strength is needed, and should then gradually taper to the lower end, which should be about  $\frac{1}{4}$  inch in diameter. In section, backbones are either round or elliptical, the latter being a little lighter and more rigid, but the round section is more generally used.

Back forks serve to connect the back wheel with the backbone. They are

generally made straight or slightly curved backward, and are either flat bars of steel tapering towards the lower end, or else they are "semi-elliptical," *i. e.*, convex on the outside and concave on the inside. The stiffest, and perhaps the strongest, are the "diamond section," where the fork, instead of being flat or rounded, has a section shaped like an obtuse angle. Hollow back forks are used on racing machines to a considerable extent. They are made by sawing a tube through lengthwise, and then spreading the two pieces apart to form the fork. Thin plates of steel are then brazed on the inside of each piece, and thus two semi-circular tubes are formed.

Back forks are connected to the backbone by a cylindrical "plug," which is forged on them, and which is inserted into the lower end of the backbone, and brazed or riveted, or both, so to make a secure joint. As the back fork is subjected to more vibration than any other part of the machine, it is important to have this joint made very carefully.

Bearings form the connection between the moving parts of the machine and the frame, consequently it is at these points all friction comes. The best bearing, therefore, is the one which runs with the least friction, due regard being paid to simplicity and other requisites. Bearings are either simple or compound. Simple bearings are either plain, coned, or parallel; compound bearings are either roller, double ball or single ball. The plain and coned were sufficiently dealt with in connection with the pedals and it is only necessary to say here that though they are still used occasionally for the back wheels, they are never used for the front wheel. The parallel bearing, which is still sometimes used, consists of a small cylinder, about  $1\frac{1}{2}$  inches long and made to fit the axle exactly. The surface of axle and cylinder is made as smooth and hard as possible, and a deep recess being made in the hub flange and crank-boss, the cylinder is slipped on to the axle, and is held in place by the crank. The ends of the cylinder being concealed in these recesses, dust is kept out, and as the bearing surface is long, and all actual contact between the axle and cylinder is prevented by the oil, this makes one of the easiest running bearings in the world. As, when worn, this bearing cannot be adjusted in any way, it has been superseded, in a great measure, by ball bearings.

Ball bearings, which are now in almost universal use, are either single or double. Double ball bearings will be first taken as they are simpler.

On the lower end of the fork there is forged a sort of half cylinder with lugs at the sides, and two shallow grooves in its inner surface. On the axle there is a collar with two similar grooves which exactly correspond to those in the fork end. On this collar is fitted a sleeve of slightly larger diameter, and having in it ten holes in two lines—five in each line. These holes do not come side by side, but alternately, and they exactly corres-

pond to the grooves in the collar. In each hole is placed a small hardened steel ball which is kept from touching any other ball by the sleeve—thus the balls do not cause any friction between themselves, and the sleeve is too thin to cause any appreciable amount, while all friction between fork and axle is taken by the balls and thus reduced to a minimum. To keep the balls in place a semi-cylinder exactly like the one on the fork end, and having similar lugs at the sides, fits on below the axle, and is held firmly in place by bolts which go through the two pairs of lugs.

When this bearing becomes worn, a set of slightly larger balls is put in.

Single balls are now the favorite, as they are light, neat, readily adjusted when worn, and sufficiently steady in running. They are made thus: A shallow circular box is bolted to the lower end of the fork, having in it a hole through which the end of the axle projects. The inside of this bearing case, as it is called, is hollowed out in a cone of a very obtuse angle. On the axle is a collar with a shallow groove in it and in this groove are placed a set of balls which fill all the space round the axle. They are not separated from one another, and are held in place by a cover which is coned out exactly like the case, and which screws into it. The balls are thus held in the groove between two surfaces which resemble an inverted V, thus  $\Lambda$ . As, by screwing the cover further in, these surfaces can be made to approach each other to any required extent, complete adjustment can be made for wear, and all rattle prevented.

Ball-bearings, beside running easily, have an advantage over all other kinds in requiring much less frequent oiling, and in being much more completely dust-proof.

There is an almost endless variety of ball bearings, but they only differ in detail, not in principle.

Roller bearings resemble balls outwardly, but instead of having inside the case a row of balls, a number of small hardened steel rollers are used. For tricycles, where long rollers can be used, this makes a very steady, smooth running bearing, but in bicycles the rollers are so short that when worn, they twist and jam in the cases, and cause much friction, and being unadjustable they have gone nearly out of use.

Back wheel bearings are almost exactly like pedal bearings. There is a set of balls contained in a case at each end of the hub, and kept in place by a collar through which the back wheel-pin runs. The pin and collars do not turn, so all friction between hub and collars comes on the balls. These balls are adjusted by slackening a nut on the pedal pin, and then screwing up a milled nut at one end of the hub. The balls run between two coned surfaces just as in front wheel bearings—and turning the milled nut draws these surfaces together, and thus all wear is taken up. Tightening the nut

on the pin locks the milled nut, and prevents it from coming loose.

I have only dealt with bicycles so far, because the frames of tricycles are so various as to require a separate chapter to themselves, and though the *kinds* of bearings are less numerous, perhaps—yet they are so differently arranged that they must be described separately.

L. E. E.

## EXOTICS

ENGLISH cyclists think they have another Cortis in George Gatehouse, of Cambridge University.

THE Deutscher Radfahrer-Bund (the German Cyclers' Union) has a membership of 3,099, with eighty-two district associations, similar to the State Associations of the L. A. W. in this country. The largest of these district associations are those of Magdeburg and Munich, the former having 426 members and the latter 422. The consuls are called, in Germany, *Ortswardte*.

IN Hungary there are eleven cycling clubs, with a total membership of about four hundred. The roads are fair, and in Buda-Pesth the most cycling appears to be done. In 1884 there were five important races in Hungary. The best cyclists in Hungary are Emil Philipovich and Ludwig von Vernes. The bicycle club in Buda-Pesth calls itself the "Buda-Pesther Kerekpar Egyesulet." It held a cycling fest in February, with various kinds of racing, trick-riding, and roller-skating.

WHEEL LIFE, for 22 May, has a cartoon, in which Mr. Ananias surrenders his champion belt to the editor of *Reeling* and his associates.

AT the races of the Birchfield Club, 16 May, the feature of the day was the magnificent riding of W. A. Illston, who, although but sixteen years of age, won the handicap from scratch, in the remarkably good time, considering the wind, of 2:51, and was only beaten by a bare yard from Chambers in the five-mile scratch. In the tricycle race, a new pattern Quadrant was introduced to the public, three of these machines being ridden. It certainly made its mark, as all three got into the final, and two of these succeeded in getting placed.

### Essex County Wheelmen.

THE fourth annual meet of the League of Essex County Wheelmen took place in Beverly, on Decoration Day, and was the largest ever held. The line was formed on Railroad avenue at ten o'clock, and at about 10:18 started, with the Thorndike Bicycle Club of Beverly, at the head. J. Elmer Wood was officer of the day. Representatives of the following clubs were present: Thorndikes of Beverly, 15; Amesbury, 6; Lawrence, 12; Danvers, 6; Ideals of Beverly, 12; Marblehead, 11; Salem, 15; Lynn Cycle

Club, 36; Crescent of Lynn, 14. Representatives from Merrimac, Haverhill, Andover, Peabody, Gloucester, Wakefield, and other places, were present. The streets of the town were well filled to witness the parade. A dinner was served in Commercial block. The annual meeting was held in North Hall, Odd Fellows' block, and Frank S. Winslip, of Lynn, was elected president; J. Fred Adams, of Haverhill, vice-president; F. M. Emilio, of Salem, corresponding secretary; L. H. Cole, of Beverly, corresponding secretary; George Chinn, of Marblehead, treasurer; executive committee from Salem, R. H. Robson, Representative M. F. Emilio, John E. Chambers; executives, P. H. Shirley of Marblehead, E. G. Gordon of Lynn, J. F. Adams of Haverhill, and one from each club in the League, and others. There were one hundred and sixty wheels in line.

## CURRENTÉ CALAMO

WHEEL WORLD, for June, has a fine lithograph of Thomas Stevens, and a biographical sketch.

WE are in receipt of cards announcing the forthcoming nuptials of Mr. Andrew Lester Fennessy and Miss Arletta Helena Armstrong, at New Haven, 10 June.

IN the Big Four Tour, the Canadians will ride in the Buffalo Division, and should get tickets of W. S. Bull, of Buffalo.

MESSRS. W. ROBERTSON and Rex Smith rode down the Capitol steps at Washington, on Sunday, the 17th. They were photographed in the act.

A party of twelve wheelmen started at 4 A. M., Decoration Day, from Walnut avenue for an all day run to Newburyport and return. Ten succeeded in riding to Newburyport and back to Ipswich, covering a distance of about 62 miles. The following five rode the full distance: George T. Chubbuck, 50-inch Sanspareil; Jonas R. Laws, 50-inch Rudge; Fred W. Stalder, 50-inch Harvard; Albert Josselyn, 50-inch Expert; Lawrence P. Land, 48-inch American Star. Distance ridden, 102 $\frac{1}{2}$  miles; total time, 15h. 41m.; actual riding time, 11h. 36m.; stops for breakfast, dinner, etc., 4h. 5m.

Rev. A. O. Downs, of New York, passed through the city on his wheel last week on his way to Springfield and Chicago.

Illston, the English racer, who ran in the Cambridge road race, took a header on the return trip, smashing his saddle and cutting up his face somewhat.

Rev. Mr. LeSieur, of Boston, hopes to be a participant in the Canadian Church Trip.

Two members of the Missouri Club, coming in from Kirkwood to St. Louis,



were caught in the storm at Cheltenham, neatly lifted off their machines out of the saddle, and deposited on the roadside.

CHIEF CONSUL FRANK W. WESTON is the recipient of a large and handsome photograph album, as a testimonial from the officers of the American division of the C. T. C., represented by Consul Charles H. Potter. The album is bound in sealskin, and has a silver plate on the cover, bearing the inscription: "To Chief Consul Frank W. Weston, from American division C. T. C., Cleveland, O., 1883. An appropriate and warmly appreciative address accompanied the presentation.

#### Notes by the Way.

I HAVE been very much amused lately at the amount of condemnation that has been cast upon the head of the "Kicker," and I have concluded that the writers who have wielded their pens in this direction have been men who look at the surface of things only. The kicker crushed to earth will rise again, and be you not slow to forget it.

WHY bless you, my dear boys, the old earth would not go around if it were not for the kicker. He supplies the lubricant that keeps the thing going, and but for the kicker the car of progress would belie its name by stopping short.

THE Kicker is always a fanatic. He is never a man of wood. He often leads, often directs, uses the spur, and does everything to drive things, but is never found out of step with the music, nor lagging behind. Vive le Kicker.

MARTIN LUTHER was a kicker, and we have Protestantism; the Puritans were kickers, and we have religious liberty; George Washington was a kicker, and we have the American Republic; John Brown, Wendell Phillips, Lincoln, Andrew, and the rest, were kickers, and we have free America. So, vive le kicker!

THE kicker will do little harm in the world. He does much good. He seldom benefits from the changes he brings about, and the road to reform is generally over his body. Let us cherish the kicker. Vive le kicker!

AND now, I suppose, we may look for long discussion in which this or that club will claim priority in adopting the League uniform. The boys are talking over this thing as though it were something new, and one would think the League never had a uniform.

I BELIEVE one of the first things the League did was to adopt a uniform. Many members wore it at first, but the contractor did not advertise it, and few knew anything about it. And yet it was

a very good uniform. I see it occasionally in my travels, worn by some rider who has the air of a veteran, but the new fellows seem to be in the dark. I remember that Fred Jenkins wore it at Springfield the year he was referee. Poor Fred, he does not seem to care for the invitation the League gave him to return to the fold, and is giving quite a snub to the inviters.

LOOKING in at Gaskell's the other day, I found him quite busy with a customer to whom he finally sold a Cheylesmore tricycle. I supposed the day of the rear steerers was long since gone, but I find that there are still those who like an open front. So easy to jump out, you know.

FRIEND EVERETT is stocking up with Singer's goods, and is introducing a number of strangers to us. I noticed a Simon-Pure Carrier on the floor, with its hamper ready for the reception of anything from a side of beef to a piano, and also a large number of little tricycles for the children. Singer will give us all the novelties, rest assured.

I HAVE got a new idea for the League or the C. T. C. Let them supply the town pumps of the country with decent drinking cups. I don't know of a good drinking cup in my section of the State, though we have some most excellent town pumps. I want the League to catch on to this at once, or they will be anticipated, for as soon as the idea gets out, I shall expect to see the patent medicine men ploughing in this field, and the next time I stop to drink at a pump, I shall see a most elaborate cup, but when I have drained it, I shall find inscribed on the bottom: "Drink Plantation Bitters," or "Use The Caucasian Corn Cure." Forbid it ye gods!

FOR myself I always carry a cup attached to my belt behind. I got this idea from the firemen, for Mose always carried his dipper in this way, and he was ready for his coffee without waiting. I shall carry a cup till the League or the patent medicine men equip the town pumps.

I am not altogether a philosopher, though I do a little thinking once in a while. On Saturday and Sunday last, I had prepared for an extended run, and it needed all the philosophy at my disposal to look with calm equanimity upon the rain and say: "This will make the corn sprout and the potatoes to grow." And yet this was a more enviable frame of mind to be in than one that would have shown fruitage in invectives against the weather. Potatoes are grateful to the palate when baked or fried, and to gnaw upon a corn cob produceth ecstasy.

I WANT some man to make a good generous tool bag for a tricycle. My bicycle

tool bag is good enough. It has room for my tools, and I want nothing more. If I do I take a M. I. P. Half-way measures are not for the bike. But when I am on my trike it is different. I can carry more things easily enough. I suggest a two story bag. The lower story shall hold the tools, and the upper can be used for a drinking flask—milk, my boy, nothing more—a pair of goggles, and other comforts which make life agreeable, and add to the pleasure of the cyclist.

BY THE WAY.

#### St. Louis Tournament.

THE tournament held by the Rambler's Club, of St. Louis, on Saturday, 23 May, was eminently successful. Nearly two thousand spectators were on the grounds.

The track was four laps and a half to the mile, and was in good condition. The visiting wheelmen were escorted to the grounds by seventy-five local wheelmen, representing the Ramblers, Missouri and Star Clubs.

*Two mile handicap.*—John S. Rogers, 30 yards (1), 6.27; John G. Hitchcock, 35 yards (2), 6.27½; W. G. E. Peirce, 35 yards (3). George Webber was scratch man, but did not start.

*One mile*,—two in three,—first heat, Cola E. Stone (1), 2.47; George Webber (2), 2.47½; N. H. Van Sicklen (3), second heat, Cola E. Stone (1), 2.46½; George Webber (2), 2.50; N. H. Van Sicklen (3).

*One mile, hands off.*—F. W. Meyer (1), 3.26; E. C. Klipstein (2), 3.26½.

*Quarter mile*,—two in three,—first heat P. W. Stone (1), 40½; W. G. E. Peirce (2), 41; second heat, P. W. Stone (1), 40½; W. G. E. Peirce (2), 40½.

*Three miles.*—George Webber (1), 9.29½; C. E. Stone (2), 9.30½; N. H. Van Sicklen (3). This was looked upon as the race of the day. The prize was a Spalding bicycle offered by the Simmons Hardware Company. The finish was a pretty one, though Stone slipped a pedal just before reaching the tape, and lost his chance of winning.

*Half mile*,—2 in 3, first heat. C. E. Stone (1), 1.26; W. G. E. Peirce (2), 1.27½; second heat, C. E. Stone (1), 1.28; W. G. E. Peirce (2), 1.29½.

*One mile*,—3.15 class,—N. H. Van Sicklen (1), 2.55½; J. S. Rogers (2), 2.56½; John Nicholson (3).

*Five miles.*—George Webber (1), 17.3½; N. H. Van Sicklen (2), 17.07.

*Two miles.*—J. G. Hitchcock (1), 7.05½; P. W. Stone (2), 7.06; W. W. Belcour (3).

*One mile, Consolation.*—John Nicholson (1), 3.08; W. W. Belcour (2).

#### RACING NEWS

##### Spring Races of Capital Club.

The spring races of the Capital Bicycle Club took place on Monday, 25 May, at Athletic Park, Washington, D. C. The

# THE RUDGE

— AT —

Springfield, Mass., May 30, 1885.

RECORD FOR THE RUDGE SAFETY.

ONE MILE

IN

3.06 <sup>2</sup>/<sub>5</sub>.



THE RUDGE SAFETY.  
Stoddard, Lovering & Co.  
Boston, Mass.

ONE MILE

IN

3.06 <sup>2</sup>/<sub>5</sub>.

PRICE (ALL SIZES), \$140.

REMEMBER that, although the price of the RUDGE SAFETY is a trifle higher than some other safety machines, it has the decided advantage of being TEN POUNDS LIGHTER, with no loss of safety, and having HOLLOW RIMS and BALL PEDALS together with MUD GUARD, CRADLE SPRING and FOOT RESTS. It is not only immensely strong and remarkably easy running, but has unquestionably the most graceful appearance of any machine of its kind, and if the riders will compare the price of this machine with ALL THE ABOVE IMPROVEMENTS with the price of other similar machines, they will see that the RUDGE SAFETY is considerably CHEAPER in the end.

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PRICE, 50-INCH, \$95.00!!

This Wheel is made by the noted firm of Hillman, Herbert & Cooper, the makers of the Kangaroo, which is sufficient guarantee of its quality. The Royal Mail and Kangaroo Safety still continue in great demand. Hunter, on a Royal Mail, May 30, at Springfield won the one-mile and five-mile race. Engleheart, May 9, at Alexandra Palace, won the three-mile race on a Kangaroo, all other riders using the ordinary bicycles. (Nine starters.) Above are three good wheels.

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Fifty miles.....covering 266 1-4 miles.  
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track, as far as surface is concerned, was in almost perfect condition. The corners, however, are somewhat awkward and not sufficiently raised. But one fall occurred, caused by the carelessness of a rider leaving the track unexpectedly. The local record for one mile was lowered 6 1/4 s.

The races were preceded by the usual parade, for which the Capital Club turned out about 60 men. About 2,000 people attended.

The first race, was a one mile scratch for novices who had never won a prize. There were five entries, and all started. B. H. Stinemetz, Jr., led for two laps, when he was passed by Jay A. Kennicott, who held his lead to the finish and won easily in 3 1/4 s.; F. M. Phillips second in 3 1/7 s.

The newly-established one mile championship of the District of Columbia brought out the best field of starters yet witnessed on this track. Percy L. Scufferle led at the quarter in .45, the half in 1.31 and the three quarter in 2.18 1/2, when he was passed by B. W. Hanna, who won in 2.59 1/2, with L. M. Kruger second, in 3.00. W. E. Crist, who finished third, was given second place on a claim of foul. Best previous record, 3.06 by G. M. Hendee, one mile L. A. W. championship, 1884.

One mile 3.20 class scratch, one of the best races of the day, and won by Phil. S. Brown in 3.12 1/2; Scufferle second, in 3.13 1/2; L. J. Barber third, 3.13 1/2. Last quarter, 42 1/2 s.

The principal event of the day was the five mile scratch race for Flint Challenge Cup. Conditions: to be won three times before becoming personal property. Instituted in 1883 and held successively by J. M. Borden, B. W. Hanna, and Howell Stewart. The latter on this occasion was entered, but did not start. It proved a tedious race from the waiting tactics of Hanna, who could not induce the others to lead. Before the bell for the last lap, Crist dashed to the front taking Hanna apparently by surprise, and winning in 18.37, Hanna second, in 18.37 1/2. But the last quarter was made in 37 seconds, which is simply marvellous considering the track, and shows that Hanna and Crist are worthy of running in any company.

Half mile for boys under fifteen. This proved the only victory for the Star, being won by S. Cassin in 1.45; Harry Park second, 1.46.

In the three mile open scratch race, waiting tactics were employed again, and the result was rather slow time, redeemed by a final burst by Crist, who made the last quarter in 43 s., and won in 10.32 1/2. L. M. Kruger one second later.

Three-fourths mile scratch. Club Tandem vs. Meteor Sociable, the former being ridden by E. B. Forney and H. Y. Davis, the latter by Max Hansmann and F. F. Church. The racing Tandem geared to 64 of course won easily, in 2.41.

In the three fourths mile open, W. E. Crist scored another success in 2.14 1/2.

L. M. Kruger, 2.16. Hanna was entered but did not start.

The two mile handicap with Phil S. Brown, scratch, L. J. Barber, 3 s., C. B. Proctor, 3 s., A. T. King, 5 s., J. C. V. Smith, 7 s., J. A. Kennicott, 10 s., and T. J. Johnston, 10 s., was one of the best races of the day. Brown and Barber made desperate efforts to overtake the long start men, but Smith secured first place by a wheel in 6.26 1/2. Kennicott second, Brown third. Barber and Johnston fell.

The last race was the two mile Woodward and Lothrop Cup, to be won twice held previously by Howell Stewart, who did not start. Crist won rather easily in 6.33 1/2. Scufferle second.

S. T. Clark acted as referee; Prof. J. B. Hotchkiss, E. H. Fowler, and Leland Howard, judges; H. S. Owen as starter; J. T. Schaaf, clerk of course; C. G. Allen, recorder; and P. T. Dodge, T. A. Berryhill, and F. D. Owen as timers.

### The Cambridge Road Race.

THE fifty-mile road race of the Cambridge Bicycle Club was the important event of Decoration Day in this vicinity, and interested wheelmen and others along the whole route from Cambridge to Beverly.

There were sixteen entries, and every man started, a somewhat unusual occurrence. The men were started together at 8.32. The following riders were on the mark:—

Bicycle riders: H. C. Getchell, C. O. Danforth and F. W. Haartz, all of the Cambridge Club; William Rowe, Lynn Cycle Club; Alfred McCarty, Hawthorn Club, of Salem; W. K. Corey, Newton Club; E. P. Burnham, Newton Club; George H. Illston, Connecticut Club of Hartford; W. A. Rhodes, Dorchester Bicycle Club; G. J. McArthur of Malden; H. E. Lombard of Cambridgeport; Frank F. Richards, of Lynn; Gideon Haynes, Jr., Massachusetts Club. Tricycle riders: L. J. and A. J. Martell of the Springfield Bicycle Club; and E. B. Dudley of the Thorndike Club of Beverly.

The first checking point was at Medford, where G. A. Perkins was stationed. The men had begun to stretch out before getting here, and Burnham got off the course once, but he gained nothing, and soon joined the party again. The checker's notes at this point for the out and back times, show the following:—

### MEDFORD.

	Out.	Back.
C. O. Danforth.....	8.44	12 10
Gideon Haynes, Jr.....	8.45	....
Frank F. Richards.....	8.45	....
E. P. Burnham.....	8.45	....
William Rowe.....	8.45	....
H. C. Getchell.....	8.45	12.21 1/2
Alfred McCurdy.....	8.46	11.15
F. W. Haartz.....	8.47	12.18 1/2
W. A. Rhodes.....	8.46	....
G. H. Illston.....	8.47	1.09 1/2
W. K. Corey.....	8.40	12.19 1/2
G. J. McArthur.....	8.48	....

H. E. Lombard.....	8.48	12.32
L. J. Martell.....	8.49 1/2	1.36 1/2
A. J. Martell.....	8.53	....
E. B. Dudley.....	8.53	....

After leaving Medford there was a lively struggle for the lead between Haynes and Burnham, which was continued to within a mile of Lynn, when Haynes took a header and dropped behind.

At Lynn the four leaders, Rowe, Rhodes, Burnham and Richards were checked in a bunch, having covered the thirteen miles in fifty minutes. A. W. Blackman checked the men at Lynn, as follows:—

### LYNN.

	Out.	Back.
William Rowe.....	9.22	....
W. A. Rhodes.....	9.22	....
E. P. Burnham.....	9.22	11.11
F. F. Richards.....	9.22	....
Gideon Haynes.....	9.24	....
C. H. Danforth.....	9.26	11.16
F. W. Haartz.....	9.27	11.34
W. K. Corey.....	9.29	11.34
H. E. Lombard.....	9.28	11.32
G. H. Illston.....	9.28	11.40
H. C. Getchell.....	9.26	11.30
L. J. Martell.....	9.56	12.23
E. B. Dudley.....	10.05	....
A. J. Martell.....	10.05	....

Burnham and Rhodes made the pace to Salem, where they were checked by H. H. Bates, as follows:—

### SALEM.

	Out.	Back.
C. O. Danforth.....	9.57	10.48
H. C. Getchell.....	10.02	10.54
F. W. Haartz.....	9.59 1/2	10.59
William Rowe.....	9.49 1/2	10.47 1/2
W. K. Corey.....	9.59	10.58 1/2
E. P. Burnham.....	9.50 1/2	10.46 1/2
G. H. Illston.....	10.01 1/2	11.05
H. E. Lombard.....	10.01 1/2	10.57
W. A. Rhodes.....	9.5	11.57 1/2
Gideon Haynes.....	9.58 1/2	....
L. J. Martell.....	10.20	11.28
A. J. Martell.....	10.48 1/2	12.28
E. B. Dudley.....	11.15	....

R. S. Ray checked the men at Beverly:—

### BEVERLY.

	Out.	Back.
H. C. Getchell.....	10.10	10.46
C. O. Danforth.....	10.04	10.40
F. W. Haartz.....	10.07	10.45
William Rowe.....	9.57	10.21
W. K. Corey.....	10.09	10.45
E. P. Burnham.....	9.57	10.22
W. A. Rhodes.....	9.58	10.46
G. H. Illston.....	10.09	10.42
H. E. Lombard.....	10.09	10.49
Frank W. Richards.....	10.02	....
Gideon Haynes.....	10.09	....
L. J. Martell.....	10.30	11.15
A. J. Martell.....	10.59	....

Through a mistake Rowe and Burnham arrived at the turning point before the checker and rode about a mile be-



yond, before learning their error. They turned back at once and were first at the turning. C. L. Smith checked the men here as follows:—

#### TURNING POINT.

E. P. Burnham	10.16
William Rowe	10.11
F. W. Haartz	10.26
W. K. Corey	10.26
H. C. Getchell	10.26
H. E. Lombard	10.27
W. A. Rhodes	10.22
C. H. Danforth	10.22
G. H. Illston	10.29
L. J. Martell	10.52
A. J. Martell	10.39

Burnham was badly used up at this point, and a few miles farther on, coming back, had serious intentions of retiring from the race, but he fortunately met a milk wagon, from which he obtained about a quart of milk, which braced him up wonderfully, and he continued on with renewed energy. Rowe was now riding in splendid form, and his chances looked good for a prize, but at Salem he took a header, which severely injured his right hip, and he was forced to retire. At Salem several of the competitors decided to withdraw from the race, concluding that there was little chance of their securing a prize.

On the return to Lynn the number of competitors had dwindled down to eight, Burnham having the race well in hand five minutes in advance of Danforth, who was riding second. The latter was apparently sure of second prize, but soon after gave completely out, and was passed by Haartz when an eighth of a mile from the finish.

Of the tricyclists, it was evident from the start that L. J. Martell had things pretty much his own way. Taking the lead at once, he had no difficulty in retaining it, Dudley retired before reaching Beverly.

The men finished as follows:

#### FINISH.

E. P. Burnham	3.54
F. W. Haartz	4.05
C. O. Danforth	4.06
H. C. Getchell	4.10
W. K. Corey	4.19
H. E. Lombard	4.26
G. H. Illston	4.59
L. J. Martell	5.26
A. J. Martell	8.54

Burnham, the winner, rode a 54-inch Victor bicycle; Haartz, a 54-inch Rudge, and Martelle, a Victor tricycle. Gold and silver medals were awarded Burnham and Haartz, and a gold medal to Martelle.

The officials in charge at the start and finish were: Referee, H. W. Hayes; judges, John Ames and J. H. Grimes.

#### NOTES

The race was marked by an unusual quantity of accidents, headers being of frequent occurrence.

There are no previous American road records for fifty and twenty-five miles, and consequently, the time will stand as such. There can be no question as to the accuracy of the time, as both the time and checking were most carefully and accurately performed.

The route had been carefully marked out and the course indicated by arrows, but unfortunately these arrows were of a very pretty design, and were so coveted by the rustic youngsters, that none were left to guide the contestants, and in consequence, several lost their way.

There was a great interest manifest in the race all along the route in Essex county, especially at Lynn and Salem. Rowe was the man that all Lynn had wagered on, and as he came through well in the van, he was greeted with continued cheering. At the Hotel Boscobel a large telescope had been rigged up on the piazza, in order that the riders might be descried afar off.

#### The Springfield Tournament.

THE spring meeting of the Springfield Club was held in Hampden Park, Decoration Day, and the events were witnessed by about 1,200 people. A light rain and cloudy weather all the afternoon prevented the attendance which was expected. The track's surface was a little rough, and enough water fell to make it a trifle sticky. The event of the day was Hendee's ride, and when, late in the afternoon, he came on to the track, he was given a welcome such as Springfield usually gives to her favorite. He had proposed to run a mile, but was reluctant to start because of the slight shower and the uneven and moist surface of the track. It was finally arranged to run only the half mile. There was great regret at the finish that he had not completed the mile, for he was entirely fresh, and could undoubtedly have lowered the record. He was timed for thirty-nine seconds at the quarter pole and for 1.17½ for the half mile. Hendee rode a Victor bicycle. The other events were as follows:—

**One mile run and ride.**—C. B. Ripley (1), 4.34½; A. B. Norton (2), 4.34½. Norton reached the quarter first in 1.09½; Ripley took the one half mile in 2.0½; Norton the three quarters in 3.35, and Ripley finished first.

**Three mile handicap.**—A. O. McGarrett, 9 seconds (1), 9.36. H. E. Bidwell, scratch (2), 9.38½; I. F. Ives, 9 seconds (3), 4.29½.

**One mile Safety.**—F. R. Brown (1), 3.6½; F. A. Eldred (2), 3.22½; C. H. Miller (3), 4.2½. Brown was timed at the quarters in 4.3½; 1.37; 2.16; 3.6½. All rode Rudge Safeties.

**Two mile novices.**—R. C. Mitchell (1), 6.50; F. C. Jackson (2), 6.59.

**One mile, 3 to class.**—D. E. Hunter (1), 3.4½; John Illston (2), 3.12½.

**Five mile.**—There were three entries, but one started, Hamilton and Bidwell not appearing. C. H. Parsons rode

around the track three times and was then ordered off. No time taken.

**Five mile, 16.30 class.**—D. E. Hunter (1), 16.38; H. E. Bidwell (2), 16.44; John Illston (3).

**One mile, tandem bicycle.**—A run against time by Miller and Brown, of Springfield. They were timed as follows: ½, 45½; ¾, 1.32; ¾, 2.22½; one mile, 3.9. These times are ahead of the record.

MAY 30. BROOKLYN, N. Y. Sports of the Williamsburg Athletic Club. Two miles.—A. B. Rich (1), 6.49½; M. L. Bridgeman (2).

It is reported that Whittaker of Boston, had his pockets picked in the dressing-room at Memphis, and was left penniless. His Kangaroo came to the rescue.

THE Big Fair Road Race will be a success if all signs do not fail. A complete survey of the road from Kingston to Cobourg will be made, and the innkeepers will be pressed into service to check the men as they pass. Refreshments will be served at convenient points.

#### Newburyport Road Race.

THE first road race under the auspices of the Newburyport Club, was held at Oldtown, 30 May. The start was made from a line drawn across the road, opposite the big tree at the upper end of the green, the finish line being directly opposite. The course was down High to Hay street, down Hay to the lower road, thence back to the finish line, and repeat; the course being two and a half miles long, it required eight laps to complete the required distance, twenty miles. Frank M. Gates officiated as starter, John W. Coffin and G. P. Tilton as judges, W. H. Safford as time-keeper, and Milton S. Thompson as referee. The following is the record made, by laps:—

**Gould.**—First lap, 10.48; second, 11.38; third, 12.6½; fourth, 11.54½; fifth, 12.12; sixth, 12.9; seventh, 13.7; eighth, 13.58. Ten mile time, 46.37; total time, 1.38.3. He was the only one to finish, and took gold medal.

**Hills.**—First lap, 10.13; second, 10.51; third, 11.11; fourth, 11.32; fifth, 11.24½; sixth, 11.30½; seventh, 10.47. Total time, 1.24.22. Ten mile time, 43.47. Did not finish, but was given second medal.

**Noyes.**—First lap, 11.14; second, 12.50½; third, 12.35; fourth, 12.53½. Ten mile time, 49.36.

**Avery.**—First lap, 12.14; second, 13.08; third, 14.8; fourth, 16.41. Ten mile time, 56.11.

**Ingalls.**—First lap, 10.57; second, 11.38; third, 11.47; fourth, 11.58. Ten mile time, 46.20.

**Butman.**—First lap, 12.11; second, 13.43½; third, 14.46½; fourth, 14.45; fifth, 14.36½. Ten mile time, 54.56.

CHARLOTTE, N. C., 25 May.—Races under the auspices of Prince and Morgan.

**One-mile handicap.**—Maxwell, 150 yards (1); W. J. Morgan, scratch (2), 2.57.

**Four-mile relay.**—J. S. Prince (1), 15.3; four horses (2).

**One mile against time.**—John S. Prince (1), 2.35½. Prince fainted away at the end of the race, and was with difficulty brought to. The time will have to be substantiated before the record is accepted.

**Half mile.**—Maxwell (1), 1.40; horse, (2).

THE Æolus Club held a five-mile road race at Chicago, Ill., 16 May, for the club championship gold medal to first (won by H. Burroughs, in 19m. 5s.) and a silver medal to second (won by Will Wanzer). F. Connet was third and Walter Simmons fourth.

ITHACA, N. Y., 20 May.—Sports of Cornell College. **Half mile.**—F. W. Roberts (1), 2m. 5s.

WALTHAM, MASS., 30 May.—The Waltham Club had a series of road races on Decoration Day. The first, a run to Maplewood and return, twenty-five miles, occurred in the morning. There were four entries. C. E. Tracey, G. W. Chamberlain, William Emerson and Joseph Rankin, and the start was made from the corner of Liberty and Main streets. Tracey was the winner, reaching Waltham, on the return, in 1h. 47m. 44s., and to him was awarded the first prize, a gold medal valued at \$12. Chamberlain came in second in 2h. 0m. 29s., and secured the second prize, a silver medal worth \$6. The afternoon races occurred on Beaver street. The first—a half-mile run—had five entries, and was won by Hugh Duddleston in 1m. 40s., while O. I. Davis came in second. The first prize in this race was a league pin, and the second a silver medal. The slow race—one hundred yards—had four entries, and the winner was William Emerson.

A NOVEL race meeting was held at Memphis, Tenn., 23 May, in which the participants were boys and girls, whose ages ranged from three to eighteen years. The races were under the auspices of the local club, and were largely attended.

THE Springfield Club was requested by the Grand Army post not to hold its race meeting on Memorial Day. The club presented the post with a resolution of regret, stating that its contract would not permit a withdrawal at so late a time of the meeting, and said that had the request been made at an earlier date the meet would have been postponed, and that in future, the club would select some other date for its races.

THE Newburyport Club will soon have another road race, open to all amateurs, in which a rifle air pistol, given by the Pope Manufacturing Company for the purpose, with other prizes of a utilitarian character will be offered.

A RACE came off at Leavenworth, Kan., 17 May, between John T. Orr, of Emporia to ride five miles on a bicycle, while D. J. Ross, of New York, ran three and one half miles, for a purse of \$50. Over 5,000 people witnessed Ross defeat Orr by two hundred yards.

YALE COLLEGE is expected to send us some new records this week. When Hamilton and Hendee get together, the records will have to fly.

On account of the rain, the races at Chicago set down for Decoration Day, were postponed to Wednesday, 3 June.

Decoration Day was a great day for the Victor. It took the Cambridge road race, and was ridden by Hendee at Springfield. The Victor tricycle came in at the head at Cambridge also.

#### WHEEL CLUB DOINGS

ST. LOUIS, 23 MAY. BANQUET OF THE RAMBLERS' CLUB.—The Ramblers' Club, as a fitting conclusion to the successful race meeting, entertained the visiting wheelmen and the members of local clubs at a grand banquet in the ladies' ordinary of the Planters' House. The tables were arranged in the form of a horseshoe, and were lavishly decorated with flowers, a button-hole bouquet being placed at each plate. A long and appetizing menu was partaken of with relish by the guests present. After the dessert had been cleared away, President Stettinius arose, and, after briefly reviewing the history of the race meeting, distributed the prizes. Every winner was called upon for a speech, but nearly all declined on the plea of being too tired. After this came the toasts. "Our Visitors" was responded to by Mr. B. B. Ayers, of Chicago. "The Press" was attended to by Mr. G. I. Jones, editor of the *Spectator*; Mr. W. G. E. Pierce responded for "The Victors of the Day"; Mr. J. L. Stockwell answered for "Our Sister sports"; Mr. Ed. Senseney for the "Nickelled Monopolists, the Eurota Bicycle Club"; Louis Oeters for the "Missouri Bicycle Club," and speeches were made by Mr. J. F. Pattison, Ed. Sells, Arthur Young, and Mr. John S. Rogers. The latter broached the subject of a circuit of race meetings at Memphis, St. Louis, Kansas City, Chicago and Indianapolis, stating that the scheme would prove a success in bringing the Eastern men to the West. Regrets were read from Mayor Francis, Dr. Fulton, and others; and Mr. Stettinius finished by inviting the visiting wheelmen, on behalf of the Missouri Club, to a run through the parks and a dinner at Delmonico's the following day.

NEWARK, N. J.—One hundred and fifty bicycles and two tricycles were in the parade of the New Jersey Wheelmen at Newark, Decoration Day. After dress parade in Military Park, the wheelmen took a spin around the park in double file. Three mounted police led the column, and Capt. George P. Williams, of the New Jersey Wheelmen of Newark, was in command. After his club, came the Hudson County Wheelmen, Capt. E. W. Johnson; the Elizabeth Wheelmen, Capt. Geo. J. Martin; the Bedford Cycling Club of Brooklyn, Capt. R. N. Chichester; the Ilderon Bicycle Club of Brooklyn, Capt. J. B. Cruikshanks; the Kings County Wheelmen of Brooklyn, Lieut. Ed. Fiske; the Trenton Bicycle Club of Trenton, N. J., Capt. Fred. W. Whitehead; the Bristol Bicycle Club of Bristol, Pa., and the Morris Rangers of Morristown, N. J. Passing the City Hall the parade was reviewed by Mayor Haynes and the Common Council. The riders then took a run to Orange, where they enjoyed a substantial dinner.

THE Brooklyn (L. I.) Club held a lantern parade 22 May. The members of all the bicycle clubs in the city had been invited to join, but owing to the threatening state of the weather, not over half as many were in line as was expected. Captain H. R. Elliott was in command, and was assisted by Lieut. F. B. Jones. There were in line thirty members of the Brooklyn Club, fifteen members of the Heights Wheelmen, twenty members of the Bedford Cycling Club, five members of the Ilderon Club, and two members of the Kings County Wheelmen. Despite the rain, the streets were crowded the entire distance, and the men were loudly applauded for their manoeuvres, which included "double quick," "by twos" and "by threes" and numerous other movements. As the clubs went by Mayor Low's residence, he stood at his window and reviewed the parade.

MASSACHUSETTS DECORATION DAY RUN.—The Massachusetts Bicycle Club split into three or four squads, one party going to Gloucester, another to Newburyport, and another on the regularly called run to South Natick. The run to South Natick was participated in by nearly fifty riders, who started at 9.30 A. M., under command of Capt. Shillaber. A countermarch was made by the club house in honor of the twenty or thirty lady friends of the club who were assembled at the building to witness the start. The route was via Roxbury, Jamaica Plain, Bussey Park, West Roxbury, Dedham, Needham and Wellesley. An amusing and exciting incident occurred near Dedham, where the wheelmen were engaged in a frolic with a tally-ho coach. A runaway horse attached to a tip-cart came up behind the party at a terrific pace. The tally-ho avoided it and shouted a warning to the wheelmen. In a surprisingly short time every cyclist was hugging the fence by the roadside and holding on to his wheel, some trying desperately to lift them over. Fortunately no one was struck. Dinner was served at 1.30 at Bailey's, and at 3 P. M., the start for home was made in a stiff rain storm. A delegation from the Providence Bicycle Club were the guests of the Massachusetts Club throughout the day, and



# "I ride the Victor, because I think it is the fastest bicycle made."

GEO. M. HENDEE.

accompanied them on their run. The entire distance was forty miles.

THE Harvard boys had a very enjoyable run to Auburndale, Thursday evening. The officers elected after their return to serve for the ensuing year were: A. D. Clafin, '86, president; E. H. Rogers, '87, captain; W. C. Appleton, '87, sub-captain; R. Robbins, '87, secretary-treasurer.

THE committee of the Massachusetts Bicycle Club has voted to fit up the vacant room in the club-house as a sleeping room, and to charge members seventy-five cents per night for the use of the same.

THE Boston Club was entertained on Thursday evening of last week by Mr. E. J. Smith, of Boston Highlands. Twenty-four riders went out a wheel, and many joined the company at the house. The evening was spent in a social way and without formality.

THE Boston Club held a run to Wellesley 29 and 30 of May. The associates rode in an English drag, and the active members went a wheel.

## CYCLISTS' TOURING CLUB

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DUES for the first year \$1.00 in advance; annual dues for first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 31 Chestnut street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory.—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication,

each of the following applicants are considered provisionally elected: O. O. Jarrard, Manch Chunk, Pa.; T. H. McKittrick, 2013 Locust street, St. Louis, Mo.; A. S. Hathaway, 2578 Broadway, Cleveland, Ohio; U. Davenport, Canton, Bradford County, Pa.; W. J. Davis, 2338 Washington street, St. Louis, Mo.

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APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

N. B.—Consuls wanted in every city and town in Canada.

## TO CORRESPONDENTS

J. P. D., New York.—Our experience and that of many friends, has been altogether different from what yours has been. We cannot use your communication.

H. M. A.—We cannot undertake to settle disputes between you and the dealer.

A. G. C.—He has been at the Narragansett.

KENNEDY-CHILD.—Will call for what you have later.

## FIXTURES

5 and 6 June:

Race of the Yale Bicycle Club at New Haven, Conn., including the twenty-five-mile championship, L. A. W.

6 June: N. A. A. A. annual games at New York. Four-mile American bicycle championship.

8 and 9 June: Tournament of the Indiana division L. A. W. at Indianapolis.

10 June: Races by combined clubs at Baltimore, Md.

11 June: Road race of Buffalo (N. Y.) Ramblers.

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

18 June: Races of Trojan Wheelmen, Troy, N. Y.

20 June: Races by K. C. W. at Brooklyn, N. Y. Three mile L. A. W. championship for 1885.

24 June: Interstate meet at Youngstown, Ohio.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

18 July: Annual meet of N. J. division, L. A. W., at Orange.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

13 August: Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on installment, nor rented. BUTMAN & CO., 74 Tremont street.

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**TRICYCLES, SPECIAL SALE.**—We wish to close out our stock of tricycles, No. 1, made to order, \$55; No. 2, English, \$75; Royal Salvo, \$85; 1883 Victor, lamps and bell, A 1 condition, \$100, etc., etc.

**BICYCLES, BARGAINS.**—54-inch, made to order, \$30; 54-inch, full-nickelled Harvard, \$60; 54-inch Premier, new, ball bearings, \$85; 54-inch Royal Challenge, full-nickelled, \$85; 48-inch Standard Columbia, cone, \$35; 50-inch do., \$35; 52-inch do., \$45; 50-inch do., ball bearings, \$65; 54-inch Expert Columbia, good as new, full-nickelled, \$100; do., with accessories, \$115; do., \$90; 56-inch do., half painted, \$95; good as new; 56-inch Standard Columbia, '84 pattern, \$75; 54-inch Star, \$40; 51-inch do., \$60; Pony Star, \$85. BUTMAN & CO., 74 Tremont Street.

**FOR SALE.**—56-inch Yale Racer, thirty-three pounds, in prime condition; Rudge rat-trap ball pedals; ball bearings throughout; owner retiring from track; price \$80. Address J. M. BORDEN, 422 9th street, Washington, D. C.

**FOR SALE OR TRADE.**—54-inch, nickelled, Ritchie cyclometer, used one season; no use for it; make me an offer. ED. F. WOODCOCK, Niles, Mich.

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**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SIXTY-FIVE CENTS IN STAMPS** the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

**FOR SALE.**—One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.

**FOR SALE.**—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.56; price \$110. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

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**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY**, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9½, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

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**FOR SALE.**—A 54-inch Royal Mail Racer; this machine was used for the first time by Chambers, the English flier, last September, and is in excellent order; cost new, \$150; price \$115. AMERICAN BICYCLE COMPANY, Springfield, Mass.

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OF THE

KING'S COUNTY WHEELMEN,  
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AT THE

WILLIAMSBURG ATHLETIC GROUNDS.

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½ Mile Novice, open to all Amateurs.  
¾ " Club (K. C. W.)  
1 " Without Hands, open to all Amateurs.  
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3 " " " "  
10 " Scratch,  
3 " L. A. W., open to all L. A. W. Members.  
2 " Brooklyn B. C. Club Championship.  
Gold Medals and other valuable prizes.  
Entries close June 10 with CHAS. SCHWALBACH, 233 Penn St., Brooklyn, N. Y.  
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MASSACHUSETTS MAPS, GRATIS.

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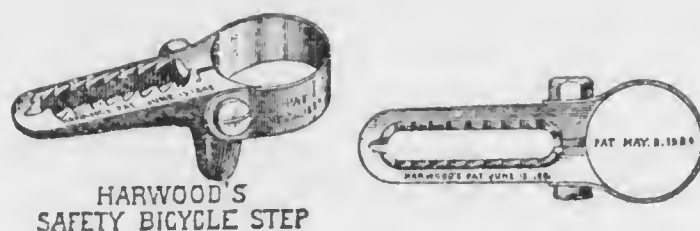
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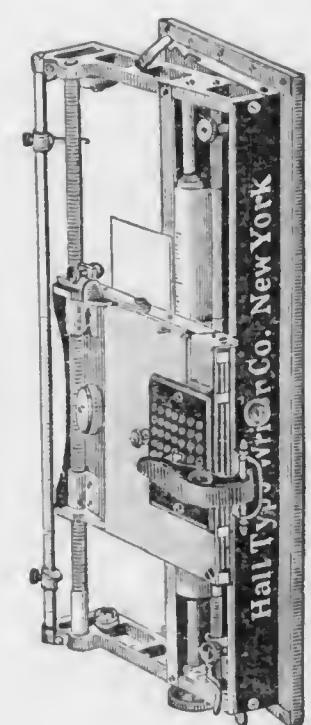
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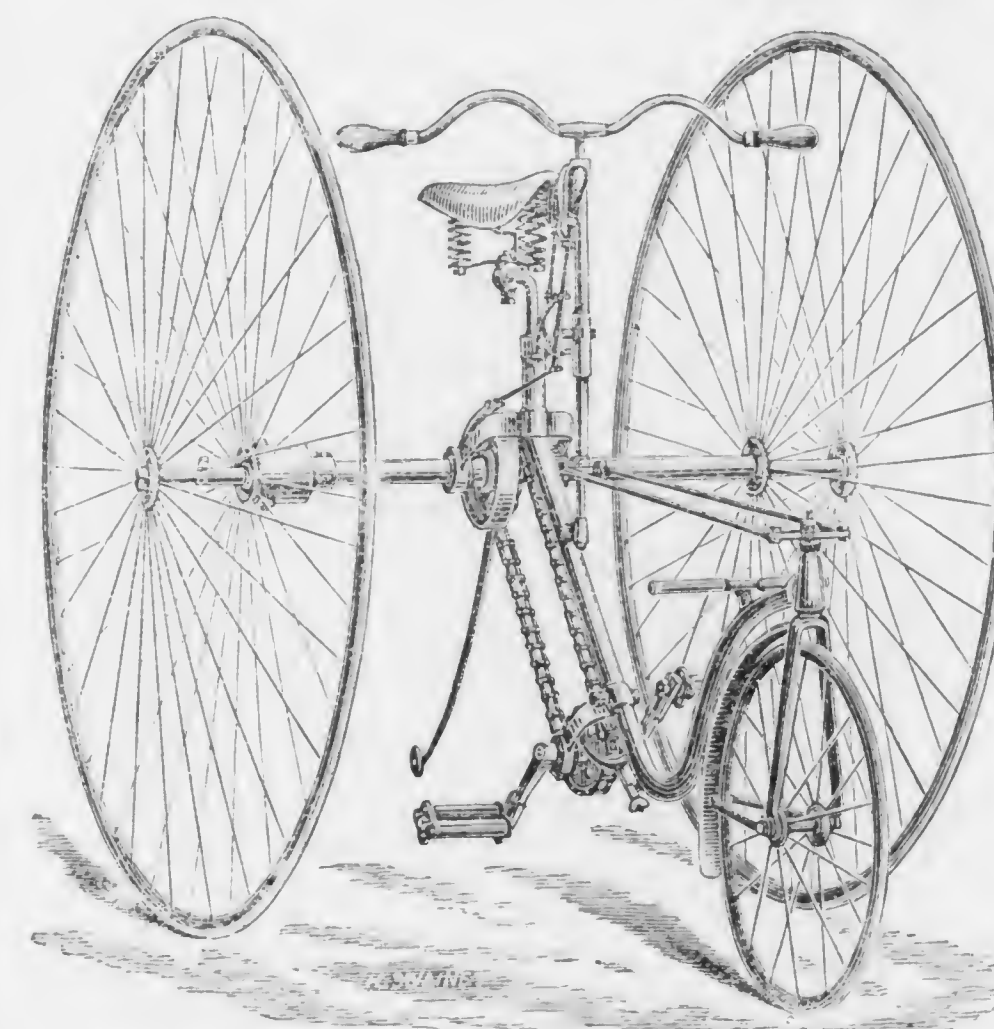
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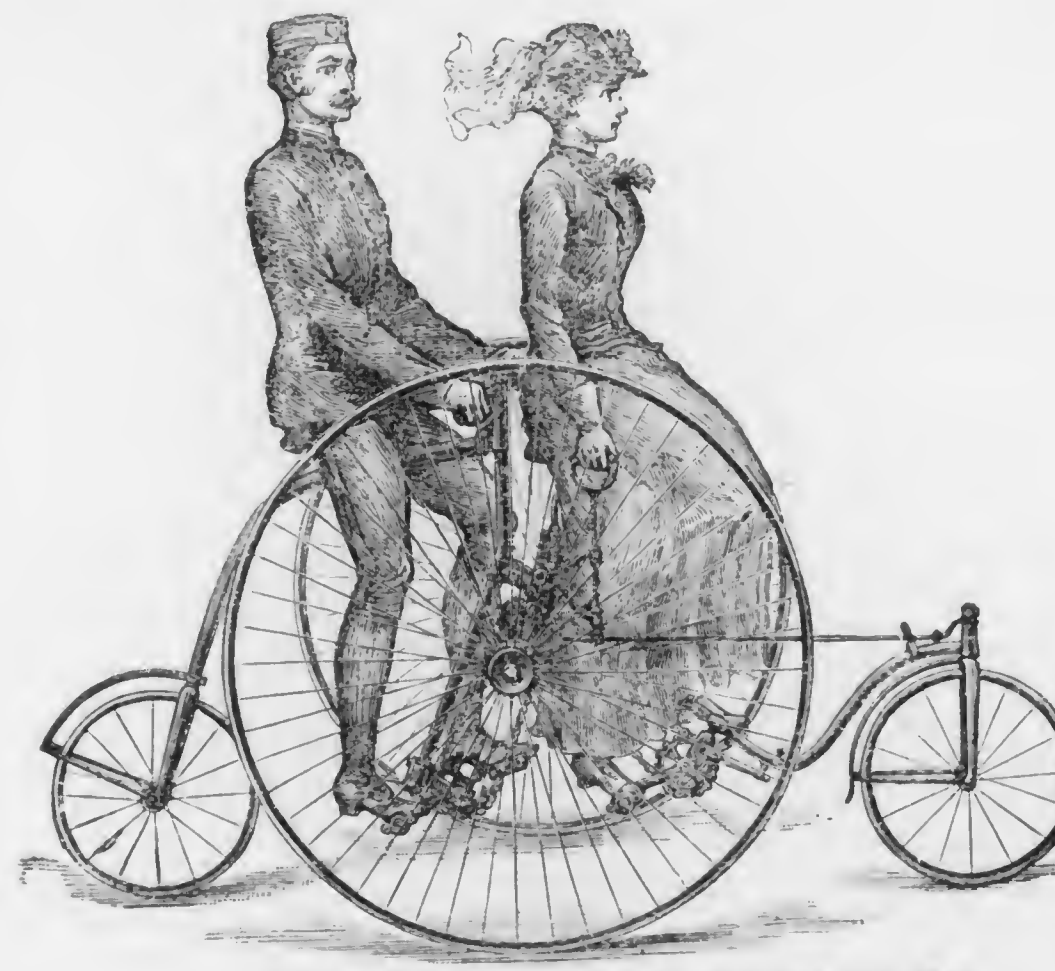
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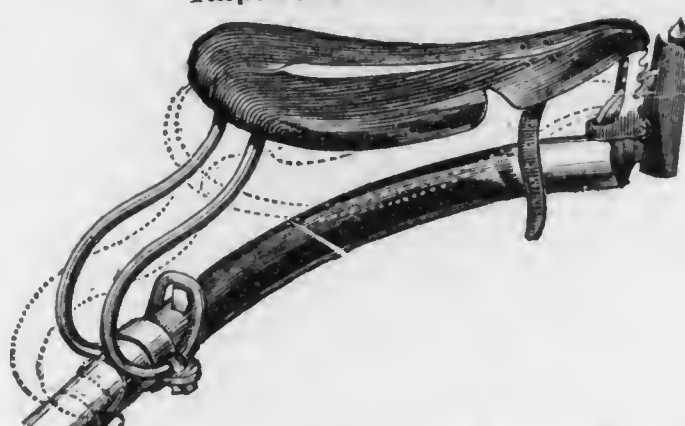
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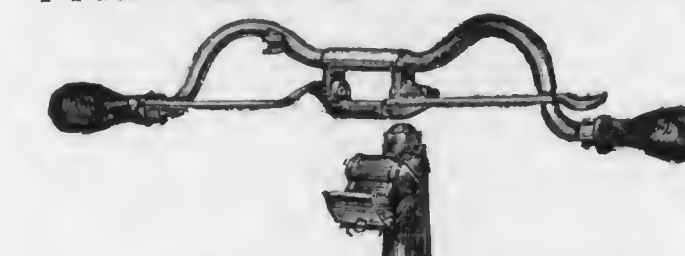
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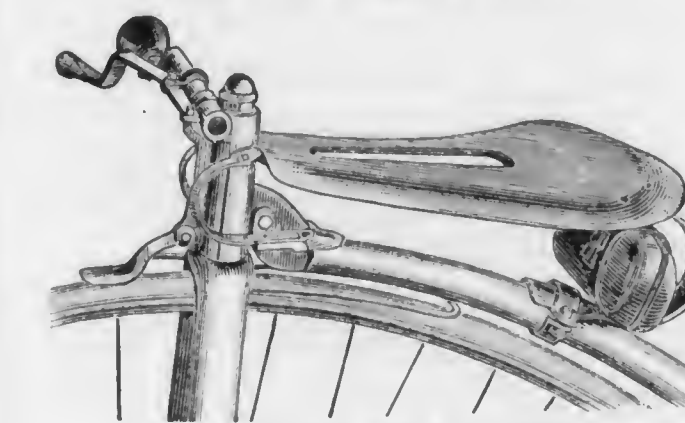
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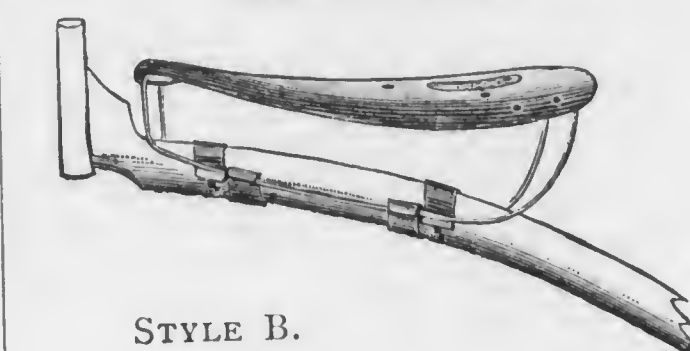
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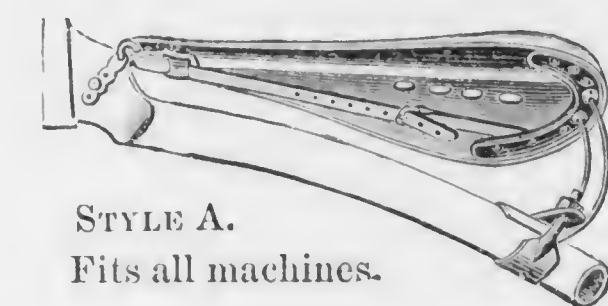
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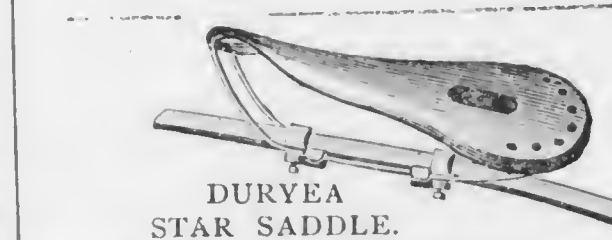


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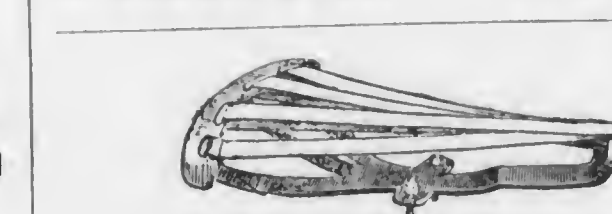
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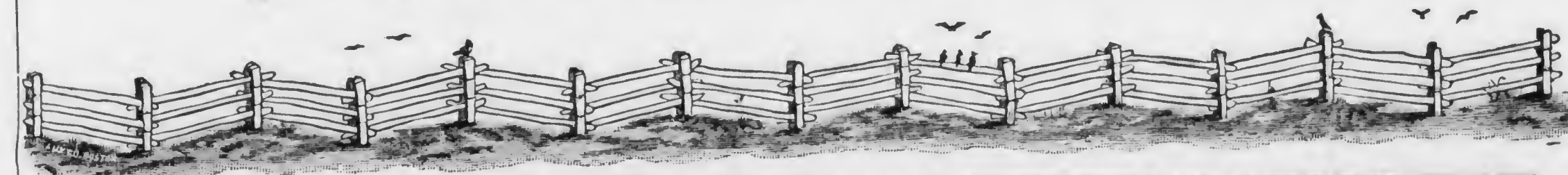
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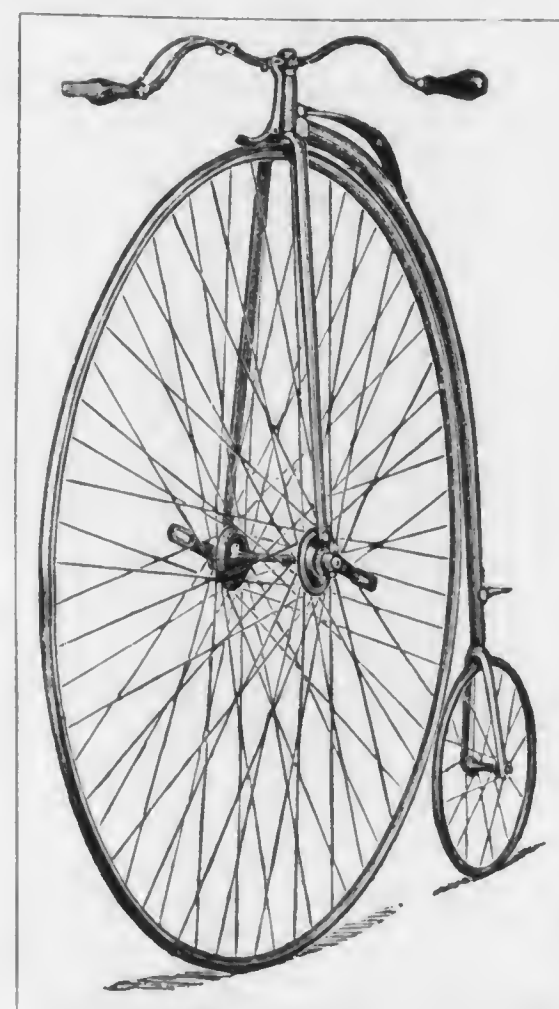
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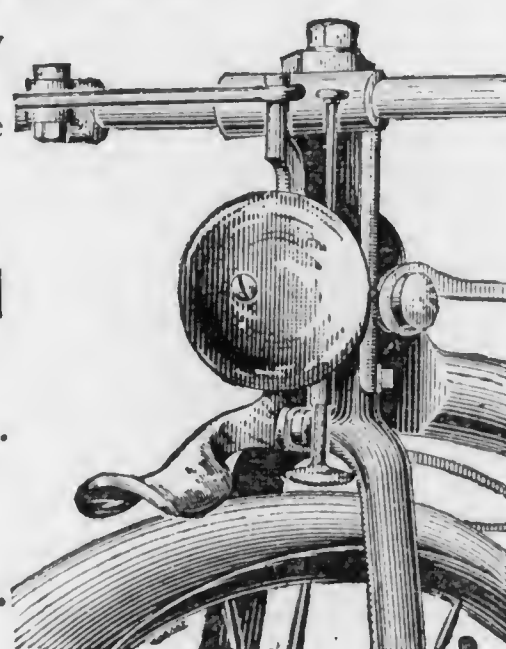
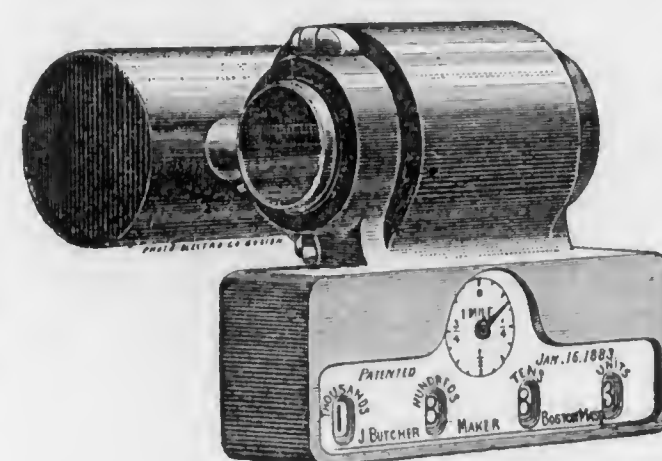
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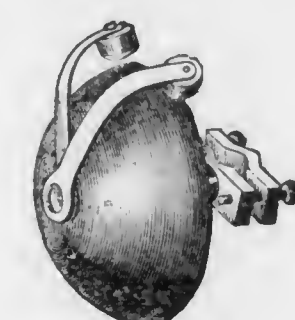
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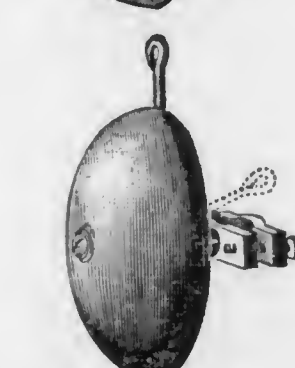
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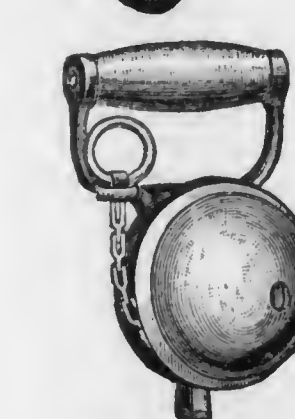
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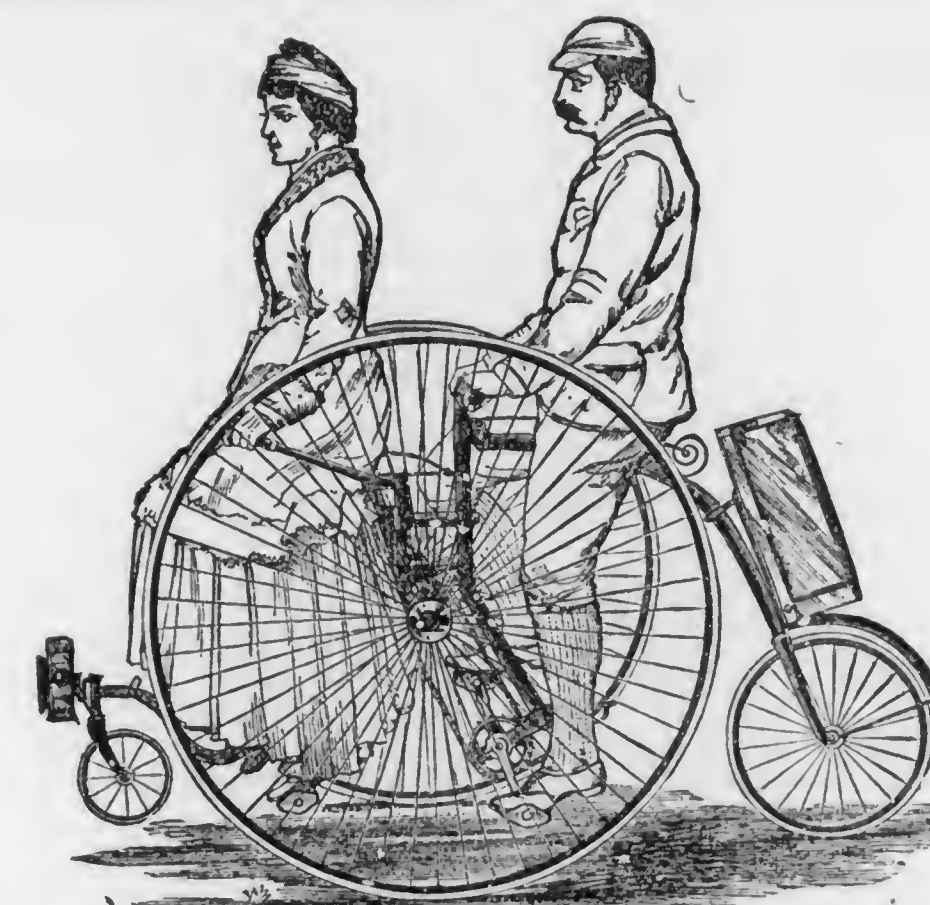
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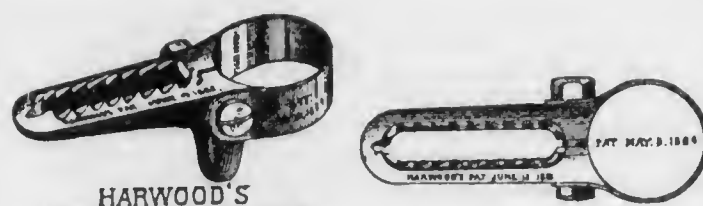
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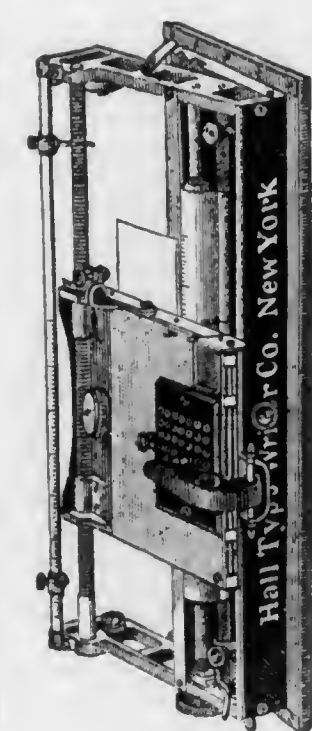
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## LIQUID ENAMEL!

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May 9th.—Three Miles Scratch Race at Alexandra Palace. Engleheart First, "Kangaroo." Won very easily, all other riders using the ordinary Bicycles. (Nine starters.)

### RECORDS.

	H.	M.	S.		H.	M.	S.
1 Mile (path)	0	2	59	10 Mile (grass)	0	40	30
3 " ( " )	0	9	49	100 " (road)	7	11	10

Opinions of the Press re Three Miles Scratch Race, May 9th.

"Engleheart, on a 'Kangaroo,' outpaced everybody, and simply romped away from his opponents against the hill and wind; in fact, he won comfortably."—*Wheeling*.  
"The sensation of the week has been the victory in the Three Miles Scratch Race of the 'Kangaroo' Safety over all the big bicycles."—*The Cyclist*.  
"Engleheart has done much to demonstrate what can be done by a Safety. He did well again on Saturday. It was a caution to see how he put the dwarf 'Kangaroo' past the big wheels at the Surrey, and again on Saturday, when the big wheels were all beaten easily. There is no doubt the 'Safety' is the machine of the future—provided machines are carried out on their present lines."—*Tricycling Journal*.

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## WORLD RECORD.

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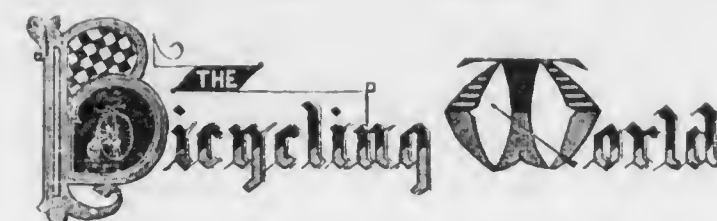
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 12 JUNE, 1885.

A CORRESPONDENT, in another column, brings up the well-worn amateur question once again, and advances views somewhat similar to those that have been brought forward before this. We have no comment to make upon the communication except to correct the idea that the Racing Board is forcing the League to a particular course of action on the amateur question. The Racing Board has no power over the amateur rule. The League has made the rule, has reaffirmed it in the face of all the criticism that has been brought to bear upon it and the Racing Board, but does the behest of the body that creates it. The amateur question will come up at Buffalo, and we hope to see a full interchange of opinion at that time. When the matter is under discussion it may be found that the members of the Racing Board are no better agreed

than the League at large on this most important question.

THE editor of the *Official Gazette* is laboring to convince his patrons that bank bills are as safe in the mails as is a postal note, and that the trouble in procuring the note for even dollars, and the trouble in cashing it, represent so much wasted time. We have given up the job months ago, and now that the banks receive the notes on deposit, we are relieved of the trouble of cashing them, and our patrons may take out notes for even dollars if they think they are safer than bills. The postal note serves a good purpose when it represents an uneven amount, and saves enclosing silver in the mails, but it does not insure safe carriage. We hope the editor will meet with success in his new work. We gave the thing up long ago.

THE success which a man achieves in this world depends a good deal upon whether he takes advantage of the various situations which present themselves. New Haven has won some celebrity as a racing centre for wheelmen, and the fame of Hamilton Park has been sent abroad in connection with several record-breaking events which have taken place there. Boston laments the want of a good track for bicycle racing, and that interest has waned in this vicinity. And yet Boston has three trotting tracks within easy distance, any one of which is superior to Hamilton Park, and either could be put into prime condition for racing by the expenditure of a few dollars. Boston has not improved its advantages.

THE need for some such officer as an umpire, whose duties are laid down in the new Racing Rules, was shown in the New Haven races. A case of foul riding occurred at the upper turn, when the riders were not in sight of the referee, and under the old rules no fair decision could have been made. In this case, however, umpires had the men under close observation over the whole course, and when the protest was entered it was a simple matter to call up the umpire, take his testimony, and make a decision. We believe the new rules will work well in this particular.

BEFORE bicycle racing will become popular with the masses, there must be racing, and not parades. It is slow business watching a race in which all the racing is done on the home stretch, and

the dreariness increases with the length of the race. Americans like to see short, sharp, and quick work in competition. This is why base ball flourishes and cricket lags. If cycle racing is to be popular, it must partake more of the nature of base ball and less of the nature of cricket.

THE *Cyclist* advocates the introduction of professional events at amateur race meetings as one step towards taking the stigma from professionalism. The writer says:—

"Let professional racing be encouraged, we say, and let it be conducted under almost identical rules with amateur contests, and whilst men who either prefer the cash or cannot afford to ride for prizes in another form race openly and straightforwardly as professionals, let those more blessed with this world's goods, and those who prefer 'pots' and glory to cash, ride as amateurs, and recognize their professional confreres as 'men and brethren' without endeavoring to cast a stigma on their ranks and pose as being more virtuous than they. Professional races should be conducted under regular rules in the same way as are amateur events, for there are black sheep to be found in every flock, and a proper regulation of professional racing would disqualify men from competing, or rather debar committees from accepting their entries, should they infringe the rules, and be proved guilty of roping, fouling, and other malpractices, in the same way as the amateur who does such things is prohibited riding as such. A proper regulation of professional affairs would go far towards removing the stigma, which in some people's minds, undoubtedly rests upon the name."

Over here we see the amateur and the professional racing at the same meetings, and in this respect we think we are ahead of England, but they have the advantage of us in opening the doors of their associations to riders of both classes.

MR. A. KENNEDY CHILD has returned to England leaving behind him many friends made during his brief visit to the States. He has asked us to thank the cyclists of America in his name for the uniform kindness and courtesy shown him during his visit, and to ask them to believe that the evidence of good fellowship exhibited is duly appreciated.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### The Hygienic Saddle.

Editor *Bicycling World*:—I have been riding the Kirkpatrick saddle on my 58-inch Expert for a few days, and have a word to say about it. As to comfort, it is simply luxurious, and I find I make better time over the road, chiefly, I suppose, because I drive through everything without trying to save jolting. It seems as if the machine ran easier in every way. I have, however, one criticism, a defect which the makers of the saddle could easily remedy. I think the spring behind does not raise the back end of the



saddle high enough, the result being, that when sitting in the saddle there is a sharp upward incline to the forward end, which makes it difficult to set well forward, and also allows the rider to sag down almost to the backbone of the machine. Although I have stretched my saddle as tightly as possible, I find that I ought to have a larger wheel to insure a proper "fit," and I don't want to ride a '60-inch. I think if the back spring were curved so as to raise the the back end of the saddle an inch higher, the swing or sag of the hammock-like seat would be better. It would be easy to have a higher spring, to be used at the option of the purchaser.

M. D.

## College "Professionals."

*Editor Bicycling World:*—It is customary for base ball clubs of some of the leading colleges to play match games with professional clubs for the sake of the practice thus obtained. Gate money is charged on these occasions, and, according to the present amateur rule, all the college players become professionals. They, in turn, make the members of other college ball clubs professionals also, and by entering, individually, into local college athletics, and into the inter-collegiate athletic tournaments, carry the infection so far, that I claim there are very few college men who "go in for" athletic sports, who are not bona fide professionals, by the decrees of this wonderful "rule."

This state of things is not very creditable to the framers of our present rule, and it does not speak well for the good sense and fair play of the Racing Board when it endeavors to force the League to uphold a rule which punishes a dozen innocent men in the endeavor to catch a single guilty one. It does not help matters to say that the sufferers can easily get back their amateur standing; the present rule is unjust, and should be radically changed. If the N. A. A. chooses to cling to it, so much the worse for its members. I fail to see why the L. A. W. is bound to follow meekly in the footsteps of that mighty organization. There is no justice in a ruling which deprives an amateur of his standing because he happens to compete with a professional, unless the amateur does so compete, personally, for money. The rule proposed by Dr. Huntington is the fairest I have seen yet, and I hope to see it, or something similar, adopted.

The only fair excuse for any amateur rule at all is, that it may prevent bicycle races from sinking to the level of boxing and wrestling matches. The plea that an amateur ought not to compete with professionals, owing to his lesser opportunities for practice, has always seemed to me a babyish one, and is untrue in many instances. Every man should be judged by his performances, and not by the amount of his training. Why not have a "free for all race for the 'flyers,'" and afterwards separate races for men who have never beaten 2.50, 3m., etc. This

would give every man a fair show on his merits. If we have a professional record of 2.39, and an amateur record made in the same time, I, for one, would like to see a race between the makers of those records, and providing the amateur personally received no money, cannot see why his standing should be affected in any way by such a competition.

G. F. H. BARTLETT, M. D.,  
Buffalo Bicycle Club.

JUNE 4, 1885.

## North Carolina.

*Editor Bicycling World:*—I am glad to see that you are using the influence of the *World* in behalf of our North Carolina brethren.

This certainly seems to be the time for the L. A. W. to step in and "defend and protect the rights" of the North Carolina wheelmen.

The support, at such a time, of such an organization, is our principle object in joining the League, for the number of wheelmen here is entirely too small to have any weight against a large corporation. It would seem that the wheelmen in the outlying districts, far removed from bicycling centres, are the ones who need the League's protection most. A large and influential club, like many of your older ones, is well able to take care of itself, and needs no outside assistance; but where there are only five, ten, or fifteen members in a club, they are unable, unless individually wealthy, to protect themselves from a legal (?) imposition; but it is a plucky corporation that attacks an organized body of five or six thousand men.

As a general rule the southern roads are poor; they are generally uneven, sandy, and rocky, and a long stretch of first class road is rare. While a small matter of eight miles is of little consequence to your northern riders, yet to a man living among sandy roads and cobble stones, an eight mile spin over a really fine road like this is simply paradise. We can't expect the League to perform impossibilities, and if the charter of the stock company by which the road is owned, is worded in such a manner as to permit discrimination against bicycles, the company will probably win; but the League should at least ascertain the rights of the wheelmen.

If the League wins the case, it will certainly be the biggest sort of an advertisement, and it will probably be the means of securing many additional members.

Let the L. A. W. stir itself, and by its action on the "North Carolina Case" answer the oft repeated question, "What's the use of the L. A. W.?" BEE.

COLUMBIA, S. C., 2 June, 1885.

## Illinois Division.

The annual meet of the Illinois division was held on Decoration Day. The success of the meet was interfered with by the rain, but a goodly number of wheelmen put in an appearance at the

business meeting and the parade. A well-merited compliment was paid Mr. Burley B. Ayers in his unanimous reelection as division secretary and treasurer. All the officers of last year were chosen for another term, the general feeling being that they had well and efficiently performed their duties, and that no improvement was possible.

Burley B. Ayers, the secretary and treasurer, read an exhaustive report for the past year, which was accepted with a vote of thanks. The treasurer's report showed total receipts \$157.51; total expenditures, \$78.62; balance cash on hand, \$78.79. The total membership was two hundred and sixty-five, of which Chicago had one hundred and fifty-two members. The racing board of last year, N. H. Van Sicklen, chairman, was re-elected.

## Recent Patents.

THE following list of patents, recently issued, relating to bicycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington Street, Boston:—

No. 317,893. Daniel S. Troy, Montgomery, Ala., velocipede.

No. 317,956. Albert M. White, Waterbury, Conn., assignor to Pope Manufacturing Co. velocipede wheel. An improvement in hollow felloes.

No. 318,149. Albert E. Wallace, Hartford, Conn., assignor to Pope Manufacturing Company. Velocipede pedal. A stop to prevent the rubber from slipping on the bar.

No. 318,500. Charles E. Pratt, Boston, assignor to Pope Manufacturing Company. Velocipede. Improvement in attaching handle bars to bicycles.

No. 318,532. A. J. Bevis, Monmouth, and Frank S. Bevis, Peoria, Ill. Velocipede.

No. 318,568. John Knous, Hartford, Conn., assignor to Pope Manufacturing Company. Velocipede saddle. Mechanism for easily detaching it from, and attaching it to the spring.

No. 318,729. Luther Hall, Boston, Mass., assignor of one half to Henry C. Willis. Tricycle.

No. 318,789. John H. Patten, Harrisburg, Pa. Bicycle. Relates to the spring for supporting the saddle.

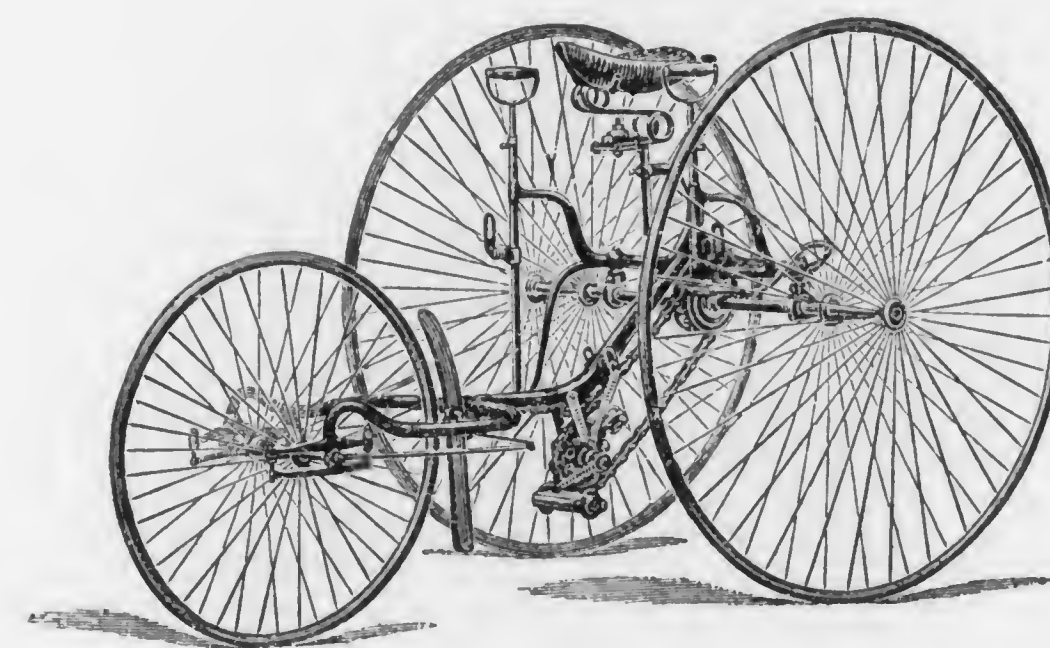
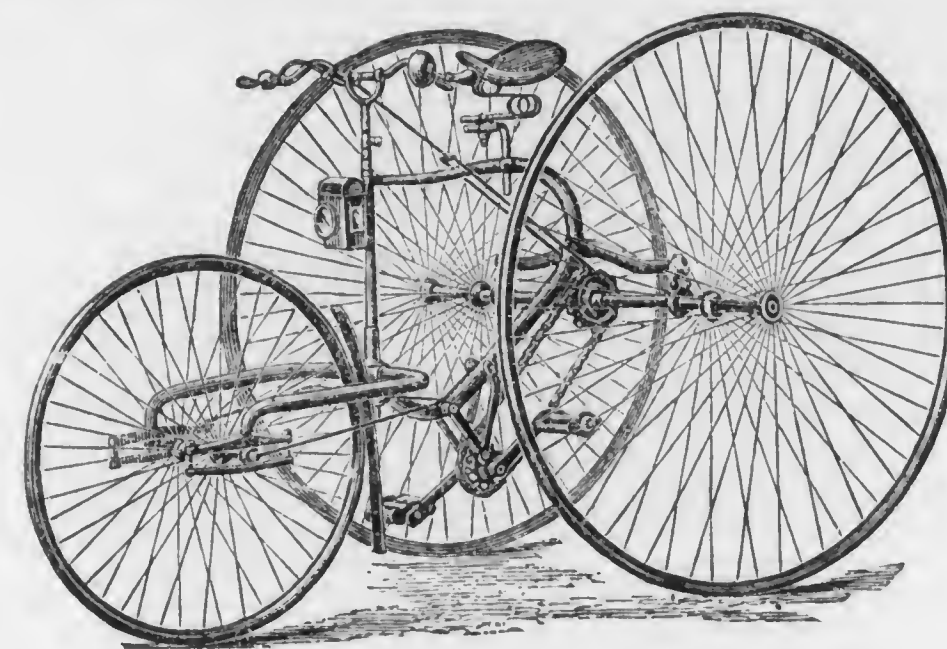
No. 319,040. Andrew A. Ugland, Smithville, N. J. Motor for velocipedes.

No. 319,130. Wm. A. Rudling and John F. Coffin, Southsea, Eng. Velocipede.

No. 319,329. Hippolyte Schneider, Pittsburg, Pa. Velocipede.

No. 319,385. Wm. Bevan. London, Eng. Safety attachment for bicycles.

NEW HAVEN has a remarkably good fancy rider in the person of Master Eddie Leopold. He does his tricks gracefully and presents many new ones. His unicycle business is very good, for he reduces his cycle by stages to the bare wheel, riding with his feet on the axle and turning the wheel with his hands.



The Quadrant Tricycle, Nos. 8 and 9.

MANUFACTURED BY LLOYD BROS., BIRMINGHAM, ENG., AND IMPORTED BY J. A. R. UNDERWOOD, DORCHESTER, MASS.

This pattern of tricycle is new to American riders, and also contains some features not found in any other. Beginning with No. 9 as the simpler, we find it is a front-steering, double driver, having the upper chain wheel, and the balance gear (Starley's) at the centre of the main axle. The driving wheels are forty-four inches in diameter, and the steering wheel twenty-six. The frame is the special feature which distinguishes this machine from those of all other makers.

The frame consists of a steel tube a couple of inches above the axle and parallel with it. From the centre of this tube, another tube of larger diameter projects forward, at right angles to it, and slightly inclined downward. This tube carries the lower chain wheel and (bicycle) cranks on a bracket below it, and then at a distance of some two and a half feet from the axle it joins a horizontal fork, which is some twelve inches wide at the rear end, where this tube joins it, the ends of which

converge till they are some nine inches or ten inches apart, when they end in two curved frames which form "quadrants" of a circle (hence the name of the machine), which quadrants carry the ends of the axle of the steering wheel. Thus the steering wheel, instead of being held in position by the usual Stanley head and upright fork, has an axle some ten inches long, and supported at each end by these curved frames. The steering is done by the usual rack and pinion, and spade handle, only instead of the steering rod running to a tiller at the head of the steering wheel, it runs to a light lever pivoted centrally to the frame just behind the steering wheel. To each end of this lever is attached a light rod, the other end of which is fastened to the end of the axle of the steering wheel. Thus when the spade handle is turned the lever is caused to swing, and one end of the steering wheel axle is pushed, and the other pulled, so the wheel changes its direction accordingly.

The Quadrant No. 8 is also a front steering double driver, and only differs from No. 9 in the following particulars, viz., the frame, and the steering gear.

The steering wheel is carried in the same curved frames, and the machine has the same wide fork in front, which carries the frames. But at the rear of the fork, and just at the centre, where the tube which runs forward from the axle joins it, rises a vertical hollow tube some eighteen inches in length. Through this tube runs a rod, having on its upper end a regular bicycle handle bar, while on its lower end is a horizontal bar or lever, from the ends of which rods run forward to the axle of the steering wheel, and thus effect the steering.

There is a peculiarity about the frame of this machine, in that the central tube, which connects the front fork with the axle, does not stop at the latter, but bends up and forward till it finally joins the upright tube which carries the handle bar, etc. The frame thus forms a vertical triangle—having, therefore, great strength to carry weight, and resist all vertical and fore-and-aft strains, and fully as much strength to resist horizontal strains as any other pattern of central geared T framed machines. Both machines have the main axle supported by a ball bearing (Bown's) near each end, and one near the middle close to the chain-wheel, thus enabling a light axle to be used without danger of its breaking or springing. Bown's ball bearings are also furnished to the steering wheel, and to the cranks and pedals. The saddles are on 7 pins and "cradle" springs; the brakes are double bands and very powerful; the handles on No. 9 are adjustable, though not on No. 8. The details of the machines seem very carefully attended to, and both patterns of machines are very rigid, free from rattle, and easy running. They are excellent hill climbers, as the rider can exert his fullest power to the best advantage.

RICHARD GARVEY has parted company with the New York Toy Company, and established himself on Broadway, New York, corner 59th street, where he will engage in all departments of the cycle business.

L. H. JOHNSON has just received a large invoice of Humber tandems and Crippers, which were all sold in advance. Another shipment of tandems is due, and Messrs. Humber & Co. are at work filling a fourth order, enabling Mr. Johnson to fill all orders within a reasonable time. The *Tricycling Journal* says: "Speaking of the imitation Humber, we may say that the specially excellent material and workmanship of Messrs. Humber & Co. will always carry the day, no matter how many rivals appear in the field in opposition. Both in tricycles and bicycles the firm stands preeminent for good work."

MESSRS. STODDARD, LOVERING & Co. recently cabled an order to Rudge & Co., Coventry, for fifty Rudge racers. We believe this is the largest individual order



for racing machines that has yet been received by one firm.

#### From a Feminine Point of View.

MAY I be delivered from the tandem. I sincerely hope this form of double machine will not come into use for the ladies. I can well see why the gentlemen like it, for it is speedy, light and narrow. That it is faster than the sociable must be admitted, but this should not commend it to the ladies, for with them speed should be a secondary consideration, and appearance should be the first.

WHY do I place so much stress upon appearance? Because woman has got to conquer a deal of prejudice before the tricycle is generally adopted by her sex. A few bold spirits lead the way, and if nothing occurs to shock public sentiment, tricycling will come in. It rests with the pioneers whether Mrs. Grundy approves or disapproves the tricycle. With the good old lady, appearance goes a good ways, and I doubt if she would cast a smile of approval upon a lady and gentleman riding a tandem.

No, ladies, let us content ourselves with the slower paced but more dignified sociable, if we would ride in couples.

I TOOK a short spin into the country, the past week, accompanied by the editor. We rode an Apollo, kindly loaned us by W. B. Everett & Co., and I must confess that I found it to be the best sociable I ever rode, for it was very light, and had a large front wheel, two features calculated to make the cyclist's lot a happy one.

THERE was a two-speed gear on the machine, but we found no use for that, for it was much better to put on a few more pounds of strength, and get up a hill in quick time than to make the feet fly and crawl.

WE rode Beacon Hill with little difficulty, and had no trouble with that treacherous ascent in West Medford, which has a rough surface and a quick turn.

I FEAR the Messrs. Everett are, like the others, wedded to the tandem; but I hope they will not forget to recommend the sociable for ladies, and I know their wheel will commend itself to whomsoever rides it.

THE fun on a sociable, if the company is congenial, beggars description, and I will not attempt it. Let the couple be well matched, and it will be found that the work is easy, the pace good, and the conversational possibilities unlimited.

THERE is no man who knows so much

as the man who does not know. I can't say how many times I have been advised to discard the saddle for a seat. The advice always comes from the non-riding contingent, and is never backed by experience, but is alleged to be dictated by common sense. It has been said that common sense is that kind of sense which is most uncommon. A truer word was never uttered.

I TRIED a seat the first time I rode, and did not like cycling. A bicycling friend urged me to try a saddle. I did so, and was convinced. On a seat one hangs over the edge, gets no rest, and soon is exhausted. On a saddle one rides better, and with exceeding comfort. My advice to the ladies is to make no attempt to ride with a seat. It will be labor lost, for sooner or later the seat will give way to the saddle.

IN my whole experience with the machine I have never seen a rider that had a good word for the seat. I have never seen a dealer a manufacturer that recommended them. And yet they are sold with machines, even to this day. Can it be that dealers are playing a deep game to get sales for extras in the way of saddles? Else why do they sell what they know to be useless?

WE have had several Chicago tours, a Big 4 tour is on the tapis, and the clergymen are to duplicate the tour of last year with a more extended one the coming summer. Why not a ladies' tour? If not, why not?

COME, ladies, who will be the first to start a ladies' tour? The distance should not be great, the rests long, and the outing a brief one. Let the affair be arranged quietly and with no publicity. I would not join a tour that was heralded with the amount of notice given to the tours the gentlemen make. In them the fuss and fustian is excusable. With us it would be a crime.

I WILL suggest a quiet run to Portsmouth, making Newburyport the first day, a rest for the night. Portsmouth the second day, and after a short visit, return in the same way. I can see no reason why we should invite the gentlemen.

I AM often asked about gloves, and I think I am qualified to answer, for I have tried about every kind. Kid will not do, since the hands will perspire under exercise and the gloves will split. Any kind of skin gloves will be affected by the moisture of the hands, and they cannot be kept clean. The common silk Jersey glove allows for plenty of play for the hand, and they are inexpensive.

FOR the head, wear a helmet shaped

hist by all means. If properly made, it will be light, cool and not ill-looking. I have had a helmet made from a piece of the goods used in my suit. It is ventilated around the head, at the top and on the sides.

ONE cannot always find agreeable company to ride in, and no company is better than poor. This reverses the old saw, but I think it improves it. I often go out alone, and as I have abundant resources within myself, I enjoy myself. All are not so constituted. My friend Miss D needs society. She was complaining a short time since that she did not like to ride alone. I tried to console her, but could not. The next time I met her she was accompanied by a big dog. *De gustibus non est disputandum.* I don't like dogs. DAISIE.

#### The League Organ.

THE committee appointed at the meeting of the board of officers in New York to consider and report to the board a plan for publishing the official *Gazette* next year has completed its labors and reported.

The members of the committee are unanimously of the opinion that the League can and should publish its own newspaper, in proof of which they present an interesting collection of figures. They say that had the League been its own publisher during the year past they could have saved \$2,000. They have found a scheme to meet the requirements of the postal laws, and have a decision on the question from the post office department.

The circular contains the following:—The committee on the League organ would respectfully recommend the following to the favorable action of the board of officers of the League of American Wheelmen:—

*First.*—That certain members of the League of American Wheelmen be allowed and empowered to form themselves into a limited stock company, to be known as "The L. A. W. Publication Board," limited.

*Second.*—That certain rights be granted to this board, and that it be recommended to form its articles of association in accordance with the specifications appended hereto.

*Third.*—That the executive committee of the League shall have power to grant to the said board the contract for publishing the official organ of the League of American Wheelmen in accordance with the specifications above alluded to.

*Fourth.*—That this organ shall be known as the "L. A. W. Bulletin."

*Fifth.*—That it shall be published weekly.

*Sixth.*—That the said organ shall be a newspaper devoted to the general interests of cycling in America as well as the interests of the League of American Wheelmen in particular.

*Seventh.*—That the secretary-editor of

# THE RUDGE

— AT —

Springfield, Mass., May 30, 1885.

RECORD FOR THE RUDGE SAFETY.

ONE MILE

IN

3.06  $\frac{2}{5}$ .



THE RUDGE SAFETY.  
Stoddard, Lovering & Co.  
Boston, Mass.

ONE MILE

IN

3.06  $\frac{2}{5}$ .

PRICE (ALL SIZES), \$140.

REMEMBER that, although the price of the RUDGE SAFETY is a trifle higher than some other safety machines, it has the decided advantage of being TEN POUNDS LIGHTER, with no loss of safety, and having HOLLOW RIMS and BALL PEDALS together with MUD GUARD, CRADLE SPRING and FOOT RESTS. It is not only immensely strong and remarkably easy running, but has unquestionably the most graceful appearance of any machine of its kind, and if the riders will compare the price of this machine with ALL THE ABOVE IMPROVEMENTS with the price of other similar machines, they will see that the RUDGE SAFETY is considerably CHEAPER in the end.

— SOLE U. S. AGENTS. —

SEND FOR CATALOGUE.

RELIABLE AGENTS WANTED.

## STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.



Well Proved! The Continued and Increasing Demand Attests its Popularity and Worth.



MESSRS. WILLIAM READ & SONS: FEBRUARY 4, 1885.

Gentlemen,—I cheerfully give my opinion of the ROYAL MAIL, which I rode in all my races last year, and won the world's record,—2.39. I think it the finest made, strongest and stiffest machine I ever rode. I have ridden nearly all makes, but find the ROYAL MAIL the best I ever crossed yet.

Yours respectfully,

JOHN S. PRINCE,

Champion of America, and One-mile Champion of the World.

I have ridden nearly all the prominent wheels, and unhesitatingly decide in favor of the ROYAL MAIL, etc.

E. P. BURNHAM.

I consider the ROYAL MAIL far superior to all others, etc.

S. G. WHITTAKER.

I consider the ROYAL MAIL the best bicycle I have ever ridden.

GEO. E. CAIN.

The ROYAL MAIL is my favorite, etc.

D. E. HUNTER.

I consider ROYAL MAIL, by all odds, the steadiest machine I have ever ridden.

C. F. HAVEN.

## ROYAL MAIL!

1885 Pattern 36 lb. Light Roadster.

A Rigid, True Running, Superbly Built Wheel.

THE ROYAL MAIL TIES ITS SPOKES DIFFERENTLY FROM ANY OTHER WHEEL.

The Royal Mail has Genuine Warwick Hollow Rim.

The Royal Mail has Stout Round Edge (instead of Thin Knife-Blade Edge) Forks. Wheelmen appreciate the necessity of this to secure Rigidity and Strength of Whole Machine.

The Royal Mail has Bown's Aeolus Ball Bearings.

The Royal Mail has Good Rake to Forks.

In fact the Royal Mail possesses in its Construction all the Latest Improvements in Every Detail.

*Surely examine before purchasing your mount. Since the very opening of the season we have not been able to keep pace with our orders. We now have doubled our weekly receipts from the factory, and can deliver at once any size from stock on receipt of order.*

Eight of Twelve Races at Memphis, in May won on Royal Mail.

At Springfield, Hunter won the One and Five-Mile on Royal Mail.

At New Haven, the Pope Cup won by Hunter, for the second time, on Royal Mail.

## TRY A ROYAL MAIL.

the League of American Wheelmen shall have full control of this organ in all its departments, subject to such restrictions and rules as are provided for in the by-laws of the League of American Wheelmen.

*Eighth.*—That this organ shall be published in the city wherein the secretary-editor has his residence.

*Ninth.*—The secretary-editor shall be reimbursed for all travelling expenses he shall incur in attending to the legitimate business of his office, and shall be entitled to such additional compensation as the executive committee of the board of publication shall deem themselves justified in voting to him from the profits of the official organ.

The specifications provide for a limited stock company, composed of the four principal officers of the League and the chief consul of each State, having a State division, who shall elect a publication committee of five of which the secretary-editor shall not be a member. Other details are given, and the following stipulations for a contract are made:—

*First.*—The charge for annual copy to League members shall be twenty-five cents, and to non-members, fifty cents.

*Second.*—The profit made by the board over and above expenses, etc., shall be donated to the L. A. W.

*Third.*—If there is a loss it shall be made good to the board by the L. A. W. The polls on the mail vote close 18 June.

The report is signed by the full committee, viz.: W. I. Harris, chairman, Boston; E. L. Miller, Philadelphia, Pa.; C. K. Alley, Buffalo, N. Y.; G. N. Buzby, Camden, N. J.; E. M. Aaron, Philadelphia.

### Notes by the Way.

WHAT Boston cyclist does not remember the old Institute days? The days when Ahl, Claflin, Dean, Corey, Underwood, Norton and the rest used to meet for training under the care of Jolly Jack.

THOSE were great days, and I really believe the wheelmen crowded more real solid pleasure into that time than any they have had since.

WHAT preparations were made to receive Keen and Vesey, and how gladly we hailed Frye's victory over the lord of all the Surreys. I really believe Prince would have pulled a victory from Jack Keen had not his coach misled him in regard to the laps and told him to spurt too quick. As it was, it was a Bunker Hill for Keen.

AFTER the daily spin the boys used to gather about the stove and hear Jack talk. He can spin a yarn with the best of them, and I have a notion he would make as good an actor as he does a rider.

I REMEMBER very well one day when

he told us about his victory over Fred Cooper. Jack stood in the centre of a circle, and we gave him room to let his arms fly, for when he tells a story he tells it with his whole body, and by main strength. I don't believe I ever saw a play that I enjoyed more than I did that story, and it would be worth money if it could be reproduced in printer's ink.

JACK had his hobby in those days, and who has not a hobby? The man without a hobby is a sort of, milk-and-water sort of fellow who will not set the river on fire. Jack's hobby was the Royal Mail. He used to work in the Mail shops when he was in Hold Hengland, and rode their machine in his races. Being a Prince, he is of course a Royal Male.

LET Jack tell it, and there was no machine in England like the Mail. America was actually suffering for want of a good wheel, because, forsooth, the Royal Mail had not come over. I remember to have asked Jack one day which, in his opinion, was the best tricycle, and the answer came quickly, "the Royal Mail." The only three-wheelers we could get a squint at in those days were a few Royal Salvos and Nationals at Pope's, and the old-style Harvard at Cunningham's. All of these have now gone by. The procession has gone along and left them behind.

I THINK Jack persuaded Wm. Read & Son to take the agency for the Royal Mail; for, given a man who wanted to go into the bicycle business, and let Jack get at him, and I wager that he would have been convinced that there was only one good machine in England.

BUT the Royal Mail has come, and, although we can laugh at Jack's enthusiasm, we must admit that it has largely justified his praises.

THE Reads are conservative, and like to feel their way; but when they once get to work they have the push and enterprise born of a large experience, and in the sporting goods line they stand among the first houses of the country. They have gone into the Royal Mail for all that it is worth, and it is worth much.

DURING a call at their place the other day I found them driving things, and the only drawback was a lack of machines. Of the two-track tricycles they had none, and the tandems were all gone. They are just bringing over a tandem for Mr. Stickney, of Stickney & Poor, that promises to be a fine mount, for it will have hollow rims and tangent spokes, and several other changes from the standard. I hope to go down and see it before it is delivered.

THE Royal Mail machines have proved thoroughly reliable, and doubt I if the

repairers see them as frequently as they do some of the other wheels.

SEVERAL changes are proposed for the future, and among the most important is the adoption of the new rim, which is attracting so much attention just at present in England. This rim dispenses with cement and holds the tire very firmly, for the edges of the rim are extended, and turn over and inward, fitting into deep lateral grooves made for the purpose in the tire. It is made by Warwick, and called the Paragon.

IN addition to the Royal Mail agency, the Reads do a deal of business in the way of distributing Hillman, Herbert & Cooper's goods. They have placed a large number of Kangaroos, and are just now making a run on the "Oxford." The Oxford is one of the low-priced machines, has the curved handles, and, for the price, is a good mount. It goes without saying that any wheel made by Hillman, Herbert & Cooper, will be well made.

I WISH the Reads would bring over the D. H. F. Premier, for that is a wheel that every man swears by after riding. My friend Blacker, of Worcester, still rides one, and he will not allow that any machine will equal it. Charley Percival used to sell those, but he went to the bad, and now there are no double hollow forks to be seen.

SPEAKING of Blacker, I am reminded that he has a peculiar way of taking headers. I think he rode three years without a single trip over the handle-bar, and then, owing to a provision of nature which provides that every rider shall have just about so much tumble, he condensed his falling into one grand header, which laid him up with injuries for a fortnight, and made his wheel a candidate for the scrap-heap. Hill—coast—team—jump across the road—smash.

IT won't do to fool with nature. She demands about so much and she is bound to have it. Blacker tried to get the best of the old lady, but she took him unawares and gave it to him in one grand dose.

BLACKER thinks he would have been killed if he had been on a safety, and he thinks he got off as well as he did simply because he had a machine free from complication, and one that did not hit him after he had fallen.

THUS do we struggle. Man is placed here to combat Mother Nature, and to improve her. In my combat with the old lady, I find much to take note of.

BY THE WAY.

THE Thompson Engraving Company, of Camden, N. J., prints a very handsome address card, bearing an engraved League emblem.



## EXOTICS

THE ten mile match between Howell and Wood for £50 was run at Leicester, 25 May, and resulted in a victory for Howell by a yard in 36.49½.

THE new tandem which Singer & Co. are bringing out, is thus described: It is a tricycle, as it has but three wheels on the ground. It is a central geared front steerer. The rear rider sits well behind the occupant of the front saddle, and while the front man steers and brakes as a rule, the hind man can also steer at will, and possesses under his care a second or auxiliary brake of tremendous capacity. The new machine is to be called the "Springfield."

ENGLEHART'S racing Kangaroo, is geared to seventy-two inch.

HOWELL won the one mile professional championship, 27 May in 2.56½ beating Fred Wood and Hawker.

THE N. C. U. has prepared a set of rules to be used by would-be record breakers in road rides. Notice of an attempt to break a record is required a week beforehand, and notice should also be sent to the press. Proofs by eye witnesses at all important (trainable) points are required, and the rider is recommended to keep a diary and obtain signatures *en route* on a form suggested and drawn out by the Union. Other instructions are also given.

FRED WOOD won the twenty-five mile professional championship, at Leicester, on Saturday, 23 May, in 1.22.5, and R. Howell took the twenty mile championship the same day in 1.14.36.

THERE has been opened in London lately a cycle stable with accommodation for 1,500 machines. They will be received and cared for any length of time desired by the owners, be it a day or a year. It will have a practice room attached, and necessary conveniences. We have no doubt it will be a success, as the number of cycles used in London is enormous. We are informed that many of the larger firms have been in the habit for several years past of supplying a place for their employees to keep their cycles, just as they do for their cloaks, etc. This enables clerks and others of moderate means to live economically and comfortably in the suburbs, and yet be able to reach their homes easily and comparatively quick. It must be remembered, however, that they know how to pave streets in London.

WE have a very great appreciation of the good points of America, and a very friendly feeling towards Americans; but we must say that we prefer English freedom, which means real freedom, to that of America, which apparently consists mainly in allowing scurrilous journalism and unlimited shooting to go on. When a question of real social interest is on the tapis, American "freedom" is frequently an unknown quantity. Cycling, for instance, is on the eve of being annihilated

in North Carolina, and although there are hundreds of Englishmen who would gladly act as has the lieutenant governor of Carolina, the English spirit of fair play is too strong an element for a crochety section ever to triumph over here. — *Cyclist*.

E. OXBORROW, the Facile rider left Land's End, 1 June for a trip to John O'Groat's, accompanied by J. H. Adams and Tom Moore, who will share in equal parts Oxborrow's daily ride, which is estimated to be one hundred and forty miles. The C. T. C. consuls have also, we are informed, been invoked to see the "Facile" rider pass through their towns. Postcards will not be sent. Lawrence Fletcher left the same day on a tricycle bound on the same errand. H. R. Goodwin, a Facile rider, was also booked for a start the same day.

ON Thursday evening 28 May, F. J. Nicolas, of the Beckenham Bicycle Club, endeavored to establish a new record for fifty miles. The Crystal Palace track was chosen for the attempt, the acknowledged record for this distance, 2 hours 43m. 58½s. being made by the Hon. I. Keith Falconer, on the same track, on 29 July, 1882. On the present occasion the path was in splendid condition, but at the start a strong wind was blowing, which rendered the task a most difficult one. Nicolas was going well and making very steady progress, but after creating a new record for the twenty-sixth mile he then being 59s. in front of H. F. Wilson's time for that distance, made on 25 August, 1883, at Surbiton, and also beating the twenty-seventh and twenty-eighth mile of the same gentleman, he was in the second lap of the twenty-ninth mile seized with cramp and had to stop for a few seconds to be rubbed down. After going a few more laps he had to dismount in the first lap of the twenty-ninth mile. Cheered on by his friends, although now behind Wilson's time he made a plucky effort to continue, but had finally to give up after covering 107 laps in 1 hour 37m. 39s. But this mishap the rider had a most decided chance of making the much coveted alteration in the time for the fifty miles. Nicolas must, however, be complimented for upsetting three records as follows:—

	Nicolas.	Wilson.
26 miles.....	1.21.7	1.22.6
27 ".....	1.24.25	1.25.48
28 ".....	1.28.30	1.29.18

## Buffalo.

WITH the advent of summer, which may now be said fairly to have arrived, the Buffalo wheelmen are happy once more, and any pleasant evening you will find "the woods full of 'em." A large number of new candidates have joined the ranks, and the Buffalo Club will probably have a large accession to its numbers at its next monthly meeting. The new club house is nearly ready for occupation.

The road race of the Buffalo Ram-

blers' Club has been finally fixed for 11 June. The prizes are very handsome, and the race is open without entrance fee to all amateur wheelmen in western New York.

Secretary Alley's sociable has arrived, and is attracting a good deal of attention. As it stood in its crate on the sidewalk in front of Bull & Bowen's, it was surrounded for the greater part of the day by a crowd of curious examiners.

Mr. Harry Davenport, son of the famous tragedian, was in town this week with the Effie Ellsler dramatic company, of which he is a member. He is an enthusiastic wheelman, and a rattling good rider. He was escorted over the best riding portions of the city by a local wheelman, and expressed himself as much delighted. As he is a member of the Pennsylvania Division, L. A. W., he intends to "take in" the meet in July, if possible.

The official programme of the grand meet may be expected in a few days. It is going to be the handsomest thing of the kind ever issued, and will contain a map of the city, and all necessary information for visitors. We have prepared accommodations for about 1,500 to 2,000, and we want them all to come. The route of the procession covers about ten miles of asphalt and hard, smooth macadam, passing through the finest parts of the city.

The Hoosac Tunnel, West Shore, and Michigan Central Railways offer special rates and baggage-car facilities to wheelmen attending the meet, and they are advised to use those roads whenever circumstances will permit.

The following good story appeared in the Buffalo *Express* a short time since. There is a certain village in Northern Denmark which has very good roads, but which has not yet been frequented much by wheelmen. One evening a 'cyclist, having lighted his lamp, was passing through this village at a pretty rapid pace, when he passed a peasant. The poor fellow was frightened half out of his senses, dropped on his knees, and began to pray. In this attitude he was discovered by a belated letter carrier, who asked him what in the world was the matter. "Matter, indeed!" replied the trembling countryman, "why, the devil just went by on a windmill! God have mercy on me!" P. X. Q.

BUFFALO, 3 June.

## To the Moosehead Mt. Desert Tourists.

I shall be at the club-house of the Massachusetts Bicycle Club, 152 Newbury street, Boston, on the afternoon of 17 July, and remain there until 6 P. M., at which time we will take up our line of march for the Eastern Depot. Members of the party who start from Boston are cordially invited by the club committee of the Massachusetts Bicycle Club to make that club-house their head-quarters while in the city, thus giving them an opportu-

competitor. The referee, however, deciding that it was a bicycle race and not a foot race, ordered the race run over on Monday. The time was 2.40½.

## SECOND DAY, 1 JUNE.

Three mile. — J. D. Macaulay (1) 10.30½; Chas. L. Monsch (2), 10.31; Percy Betterton (3).

Half mile, 1885, riders. — Fred Schimpeler (1), 1.45; Wm. M. Raible (2), 1.47.

Half mile, time, 1.50. — Chas. Van Overbeke (1), 1.50; A. L. Jordan (2), 1.50½.

One mile. — J. D. Macaulay (1), 3.17; C. L. Monsch (2), 3.17½; Chas. Van Overbeke (3).

Quarter mile, 2 in 3. — Chas. L. Monsch (1), 45½, 46; Chas. Van Overbeke (2), 46, 46½.

Quarter mile, tricycle. — H. Helburn (1), 1.40; N. G. Crawford (2).

Half-mile consolation. — Percy Betterton (1), 1.40; H. H. Lewis (2), 1.40½.

The boys' race was run over, and Arthur Robinson was the winner.

Macaulay rode an Expert; Monsch, a Victor; Foreman, a Star; Betterton, a Rudge; Lewis, an Expert; Overbeke, an Expert and a Victor.

WOODSTOCK, ONT., 25 May. — Eight cycling events were on the programme of the Amateur Athletic Association of Woodstock, Ont., at their annual meeting held May 25. Result:—

One Mile, open. — H. W. Clarke, Woodstock (1), 4.15½; C. F. Lavender (2) by several yards.

Two Mile Race, green. — W. C. Mackey, Seaforth (1), 7.29½; S. Mackey, Woodstock, did not finish.

Three Miles, record. — H. W. Clarke, Woodstock (1), leading in the majority of laps; H. Biette, Woodstock (2), J. Lamb, London (3).

Four Miles, open. — H. Biette, Woodstock (1), 15.5½; C. Mackey, Seaforth (2); Wolfe, London (3); J. Lambe, London (4).

Half Mile, without hands. — Herb. Williams, Woodstock (1), 2.3; A. T. Miller, Simcoe (2).

Two Miles, Championship of Oxford. — C. Mackay, Seaforth (1), 17.12; H. Biette, Woodstock (2), by several yards.

Five Miles, Championship of Ontario. — H. W. Clarke, Woodstock (1), in 18.2½; S. Mackay, Seaforth (2).

An exhibition of fancy riding was given by C. E. Richardson, of Hamilton. Referee, H. B. Donly; timekeepers, C. H. Hempstall, S. Woodruff, and R. T. Crawford.

GENEVA, N. Y., 30 May. — State Inter-collegiate games: Two Mile Race. — F. W. Howard, Cornell (1), 7.50; W. T. Foote, Union (2), 8.3.

ENGLEWOOD, N. J., 30 May. — Athletic sports: One Mile. — E. A. Hoffman, Jr. (1); D. H. Renton (2); A. B. Rich (3).

PULLMAN, ILL., 30 May. — Athletic sports: One Mile. — C. N. Sherwood,

5s. (1), 4.28½; C. S. Downs, scratch (1); J. Bell, 4s. (2).

Three Mile. — J. Bell, 8s. (1), 13.28½; C. S. Downs, scratch (2), 14.12.

BELLVILLE, ONT., 24 May. — The Ramblers' Club held a race meeting on the Queen's Birthday, 24 May, the winners of the events being as follows: One mile, Handicap. — Cooper (1), 3.30. Half Mile, Club Championship, Geo. Davis (1), 1.23½. One Mile, Obstacle, — M. F. Johnson (1), 7m. Two Mile, — Cooper (1), 7.14. Half Mile, Strangers, — Smith (1), 3.22. One Mile Consolation, W. Northcott (1).

THE fifty-mile road race, held by the Ixion Club, of New York, on Decoration Day, was won by P. M. Harris, in 4.51.25½; W. Da Camara second in 5.0.46; F. Thayer third in 5.1.20.

CHATTANOOGA, TENN., 1 June. Half Mile. — W. J. Morgan (1), 1.35; G. B. Greenwood, 100 yards (2). One Mile, — Gus Krause (1), 3.45; Arthur T. Thatcher (2). Quarter Mile, — Sam. Treece (1) 45s.; G. Krause (2). Five Miles. — John S. Prince (1), 17.44; horse "Mollie" (2).

PORTSMOUTH, N. H. The wheelmen of this city held a series of road races on 30 May, for prizes offered by Messrs. Philbrick, Hazlett and McIntire.

Four and one-half miles race was won by G. E. Philbrick in 19m. 45s. Prize: Gold L. A. W. badge. 2d prize, BICYCLING WORLD for one year. Won by S. L. Kingsbury.

Two and one-quarter miles race. 1st prize, "Outing" for 1 year won by H. B. Hutchinson, 10m. 20s. H. White, 2d prize. Boynton 3d prize. The latter also won the 1st prize in slow race.

EIGHT members of the Worcester Bicycle Club indulged in a road race Decoration Day. The distance was ten miles, and the men finished in the following order: L. A. Isham, 39m.; W. R. Rolston, 39½m.; George F. Warren, W. B. Weston, H. W. Custer, A. W. Hall, E. M. Stanton, and Walter Semmis. Considering the condition of the roads, the time was very fast.

THE manager, of the Boscobel House, Lynn, in conjunction with the Cambridge Bicycle Club, will give a fifty-mile road race over the roads from Lynn to Rowley, the latter part of this month. The first prize will be a \$50 gold medal, and the second a medal valued at \$15.

THE Bay City Wheelmen of San Francisco, intend giving a tournament, 28 July, for the purpose of raising funds wherewith to send F. R. Cook to the East to compete in the Springfield and other races.

THE C. W. A. is preparing for a grand affair on the occasion of the annual meet at Woodstock, 1 July. H. S. Tibbs, of Montreal, is president, and Hal B. Donly, of Simcoe, secretary and treasurer. A special train will leave Woodstock at midnight, for Buffalo, with sleepers and

baggage cars, for the special use of wheelmen.

The programme, as decided upon, contains the following events, though as yet no arrangements as to their order has been made:—

1. Half mile dash; one prize, gold and silver medal, value \$30.
2. One mile championship of Canada; gold medal, value \$50.
3. One mile tricycle championship of Canada; gold medal, value \$50.
4. Two mile championship of Canada; gold medal, value \$50.
5. Two mile green race on road machines; first prize, silver cup, \$30; second, rattan chair, \$15.

6. Three mile record race; first prize, gold medal \$40; second prize, silver medal \$20; gold watch, value \$75, if record is broken.

7. Five mile championship of Canada; gold medal, value \$50.

8. Five mile, open to the world; first prize, gold watch, \$125; second, silver medal, \$20.

9. One mile safety bicycle race (Star machines barred); gold medal \$30.

10. Half mile, without hands; silver medal, value \$15.

11. One mile, open to America; first prize, silver stop watch, \$45; second, gold chain, value \$20.

12. Ten mile, open to America; first prize, silver tilting pitcher; value \$65; second prize, silver cup, value \$20.

13. Bronze clock, value \$40, to the largest and best representation from any one club.

Nos. 2, 3, 4, and 7, open to the amateur wheelmen of Canada.

Nos. 1, 5, 6, 9, and 10, open only to members of the C. W. A.

Nos. 8, 11, and 12, open to all amateur wheelmen.

Races to be governed by the rules of the C. W. A., which are the same as the same as the L. A. W. racing rules. Entries close 29 June, at noon, and must be sent to D. A. White, Woodstock, Ontario, with entry fee of fifty cents, which will be returned to actual starters.

THE Springfield Bicycle Club has sent to the Racing Board a full set of affidavits certifying the records made on Decoration Day.

IT is understood that Prince will not claim a record for the 2.35½ made at Charlotte, N. C.

Editor *Bicycling World*: — I regret to announce that the meet at Chicago, 30 May, has been postponed indefinitely.

Although 30 May was a beautiful day, it was so wet from the rains of Friday and Friday night as to render it impossible to hold races that afternoon.

So it was announced that the races were postponed to 3 June 2.30 P. M.

Again, Tuesday and Tuesday night it rained, and the wind blew a perfect hurricane, the water undermined the twelve foot brick wall which encloses the



*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

grounds, and the wind blew down two hundred feet on one side, and one hundred and fifty on the other. Strange to say, both walls fell in on the track, and made it impossible to race on Wednesday, hence the indefinite postponement.

The Chicago Bicycle Track Association lose about \$450, where, had 30 May been a good day we would have cleared over \$1,000 above all expense. I will notify you later of the exact date upon which we will again try to have our races.

N. H. VAN SICKLEN.

CHICAGO, 4 June, 1885.

## CYCLISTS' TOURING CLUB

### American Division.

FRANK W. WESTON, *Chief Consul*,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:

*Connecticut*.—F. A. Jackson, 608 Chapel street, New Haven.  
*Colorado*.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
*Illinois*.—L. W. Conkling, 108 Madison street, Chicago.

*Massachusetts*.—F. A. Pratt, Concord, Mass.  
*Maryland*.—S. T. Clark, 2 Hanover street, Baltimore.

*Missouri*.—W. M. Brewster, 309 Olive street, St. Louis.

*New York*.—Dr. A. G. Coleman, Canandaigua.

*New Hampshire*.—W. V. Gilman, Mashua.

*New Jersey*.—L. H. Johnson, Orange.

*Ohio*.—Alfred Ely, 873 Prospect street, Cleveland.

*Pennsylvania*.—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island*.—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin*.—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Wyoming Territory*.—C. P. Wassung, Rock Springs.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Frank S. Holden, 18 West street, Boston; John Wood, 12 Sudbury street, Boston; R. F. Shannon, 925 Liberty street, Pittsburg, Pa.; F. E. Faulner, 35 East 17th street, New York City; E. W. Barnes, Rector street, Perth Amboy, N. J.; Miss J. Belle Sanford, Redding Ridge, Fairfield County, Conn.; F. W. Moulton, 1420 New York avenue, Washington, D. C.; C. H. Mower, Otis street, Newton, Mass.

APPOINTMENTS.—Consul for Greenville, Pa., Chas. B. Shrom; consul for Canton, Pa., Harry Davenport.

## TO CORRESPONDENTS

A. C. R., Buffalo.—We have no manuscript such as you describe.

G. F. H. B.—Always glad to have such things, whether we are indorsed or corrected.

F. A. ELWELL.—We will order some when next we send over.

W. C. MARSH.—We can't account for it. Let it pass.

C. E. D.—It is described in their catalogue, and a cut is used. Send for the catalogue.

## FIXTURES

17 June: Tricycle picnic in the woods at Readville, by Boston Club.

18 June: Races of Trojan Wheelmen, Troy, N. Y.

20 June: Races by K. C. W. at Brooklyn, N. Y. Three mile L. A. W. championship for 1885.

24 June: Interstate meet at Youngstown, Ohio.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass.

Races at Akron, Ohio.

Races at Chelsea, Mass.

Races at Lynn, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

18 July: Annual meet of N. J. division, L. A. W., at Orange.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

13 August: Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

TRICYCLE FOR SALE.—A brand new Victor tricycle, never been ridden; price, f. o. b., \$135. Address W. S. LANGLEY, Newport, R. I.

FOR SALE.—A 50-inch Rudge, light roadster, full-nickelled except wheels, all ball bearings; been run less than twenty-five miles. BOX 385, Worcester, Mass.

VICTOR TRICYCLE FOR SALE.—Practically as good as new; '84 pattern, price to an immediate purchaser, \$115. BUTMAN & CO., 74 Tremont Street.

SPECIAL SALE OF BICYCLES AND TRICYCLES.—Prices from \$15, upwards. BUTMAN & CO., 74 Tremont Street.

RUDGE CENTRAL GEAR TRICYCLE FOR SALE.—Specially built, tangent spokes, hollow rims, run thirty days, must be sold at once, owner is going abroad. Cost \$175, can be bought at a bargain. BUTMAN & CO., 74 Tremont Street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont Street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont Street.

FOR SALE.—One 54-inch, full-nickelled except felloes, American Star bicycle; this machine has power traps attachment, Rocker pedals, also Hill & Tolman bell, and cost \$115; it is new and has not been taken out of the crate; \$100 cash will buy it. FRANK LOGAN, Springfield, Mass.

FOR SALE.—One 51-inch American Star bicycle, in very good order, \$40. RALPH DAVIDSON, Springfield, Mass.

FOR SALE.—One 1883 pattern Victor tricycle; this machine is in excellent order; will sell it for \$85. C. B. WELLS, Springfield, Mass.

FOR SALE.—One 58-inch Royal Challenge, with ball bearings, hollow forks, tool bag and tools, also bell; this machine is comparatively as good as new, having been run only about fifty miles; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One new 51-inch American Star bicycle, full-nickelled; it has tool bag and tools, bell and rocker pedals; \$85 cash will buy it. ALBERT CHAPMAN, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled Sanspareil bicycle, with 1885 Head & Hale bars, in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 50-inch full-nickelled Sanspareil, with dropped handle bars, and in fine condition; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 50-inch full-nickelled American Club, cost new \$150; price \$90; in fine order. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch American Star bicycle; this machine has rocker pedals, Z. & S., \$2.00 luggage carrier, tool bag and tools, Hill & Tolman \$3.00 bell; the frame work is enameled, and the spokes are bright; I will warrant this machine as good as new, and will guarantee that it has not been run more than ten miles; the best offer over \$90 will be accepted. CHARLES G. BRECK, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled, drop bar Harvard, in fine order. \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 50-inch English bicycle, \$20. ADDISON TAINOR, Springfield, Mass.

FOR SALE.—One 58-inch bright and painted drop handle bar, ball bearing Standard Columbia, been run some ten miles, good as new, \$50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One Victor tricycle, good as new, \$140; write for full particulars. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One Otto bicycle, cost new \$168; been used only a very little; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 36-inch Special Challenge bicycle; this has hollow forks, roller bearings, and is in excellent order; price \$40. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 51-inch American Star bicycle, plain finish, Stall & Burt saddle, with tool bag and tools, in excellent order; price \$70. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One No. 5 Royal Mail racing tricycle; one 54-inch Royal Mail racing bicycle; one 55-inch Royal Mail racing bicycle; one 52-inch Yale racing bicycle; one 54-inch 8-spoke racing bicycle; price \$115 each; write for full particulars of any of them. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 52-inch Harvard, full-enameled with Harrington's enamel, drop bars, Hancock tires, H. & T. bell, tool bag and tools; in fine order; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 60-inch full-nickelled British Challenge, excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE CHEAP, AS I HAVE NO USE FOR THEM.—One good pair of second-hand pedals, Hill & Tolman bell, Columbia hub light, and tool bag, all in good condition, and will sell the lot for \$7.50. RALPH DAVIDSON, Springfield, Mass.

FOR SALE.—One 38-inch Ideal bicycle; price \$20. FRANK NOLAN, Box 335, Springfield, Mass.

FOR SALE.—One 50-inch nickelled and enameled Spaulding, light roadster; cost new in May, \$132.50; exactly as good as new, as it has not been run five miles; price \$120. JOSEPH RAFTER, Springfield, Mass.

RUDGE TANDEM TRICYCLE FOR SALE.—Nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

FOR THIRTY-FIVE CENTS IN POSTAGE stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

FOR SIXTY-FIVE CENTS IN STAMPS the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE.—One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.

FOR SALE.—One 52-inch full-nickelled American Club second hand bicycle; this machine has ball bearings to both wheels, and is in excellent condition; cost new, \$152.50; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—Nickel-plated spoke grips; sent to any address on receipt of thirty-five cents in postage stamps. AMERICAN BICYCLE COMPANY, Springfield, Mass.

SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9 1/2, 10, 10 1/2, and 11; the blue and black are ribbed, and the plain are brown.

ANY ONE THINKING OF PURCHASING a bicycle will find it for their interest to write to the American Bicycle Company, and state what size they require, also kind, and about what they want to pay. Springfield, Mass.

THE AMERICAN BICYCLE COMPANY, of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

FOR SALE.—One 52-inch full-nickelled British Challenge bicycle, in excellent order; it has tool bag, tools and bell, a bargain; \$100. LEWIS RUSSELL, Box 335, Springfield, Mass.

FOR SALE.—One 52-inch Shadow bicycle; this machine is full-nickelled, except the wheels, which are handsomely bronzed; it is comparatively as good as new, as it has only been used a few times; has ball bearings to both wheels, tool bag, and tools; cost new, \$135; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One Victor tricycle, 1883 pattern, and in excellent condition; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 58-inch full-nickelled Harvard, in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—52-inch full-nickelled Harvard, with drop bar, cyclometer, and bell, and in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—A nice lot of second-hand Hill & Tolman bells, sent via mail on receipt of \$1.75. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—A 52-inch Yale, Racer, nickelled and enameled, comparatively as good as new; cost new, \$140; price \$115. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—A 54-inch Royal Mail Racer; this machine was used for the first time by Chambers, the English flier, last September, and is in excellent order; cost new, \$150; price \$115. AMERICAN BICYCLE COMPANY, Springfield, Mass.

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Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,

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All Wheelmen who intend to attend the League Meet

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BICYCLES.—EASY PAYMENTS. BICYCLES \$8 to \$160. Tricycles \$7.50. Velocipedes, \$3 and upwards. Columbia, Victor, Facile, American Challenge, Otto, and other Bicycles sold on the instalment plan without extra charge except for interest. Send for large, new illustrated Catalogue of Wheel Goods, including many novelties in sundries and particulars of our instalment plan—of interest to every actual or prospective wheelman. Many in the Atlantic states are finding it to their interest to deal with us. Freight is equalized. Second-hand wheels handled. GEO. W. ROUSE & SON, 9 G St., Peoria, Ill. NOVELTIES IN SUNDRIES.

HAL B. DONLY, Cor. Sec.,  
Simcoe, Ont.

N. B.—A special train for Wheelmen, sleeping and baggage cars, will leave Woodstock for Buffalo at mid-night.

## THIRD ANNUAL

## MEET AND RACES

OF THE

CANADIAN WHEELMEN'S ASSOCIATION,

TO BE HELD AT

WOODSTOCK, ONTARIO,

ON

WEDNESDAY,

1st JULY, 1885.

## EVENTS

OPEN TO UNITED STATES RIDERS

### ONE MILE.

1st. Silver Stop Watch, \$45.

2d. Gold Chain, \$20.

### FIVE MILES.

1st. Gold Watch, \$125.

2d. Gold and Silver Medal, \$20.

### TEN MILES.

1st. Silver Water Pitcher, \$65.

2d. Silver Cup, \$20.

We extend a most cordial invitation to the Wheelmen of the United States to be with us, and would call attention to the fact that all Wheelmen from the West can, on their way to Buffalo, stop off at Woodstock for July 1, by coming via the Great Western Railroad Division of the Grand Trunk Railroad from Detroit, and reach Buffalo early on the morning of July 2; while those coming from the East can visit us at the loss of only one day, as Woodstock is barely eighty miles west of Buffalo.

The track is asphalt and one of the best quarter miles in America.

Entries close noon of June 29, and must be addressed to D. A. WHITE, WOODSTOCK, ONT., with fee of 50 cents, which is returned to actual starters.

Information and programmes promptly furnished.

HAL B. DONLY, Cor. Sec.,

Simcoe, Ont.

N. B.—A special train for Wheelmen, sleeping and baggage cars, will leave Woodstock for Buffalo at mid-night.



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IT IS THE BEST. SEE IT BEFORE YOU BUY.  
OVERMAN WHEEL CO. - - - - - 179 TREMONT STREET, BOSTON.

Third Annual Race Meeting  
OF THE  
KINGS COUNTY WHEELMEN,  
SATURDAY, JUNE 20, 3.45 P. M.  
AT THE  
WILLIAMSBURG ATHLETIC GROUNDS.  
3 MILE L. A. W. CHAMPIONSHIP.  
K. C. W.

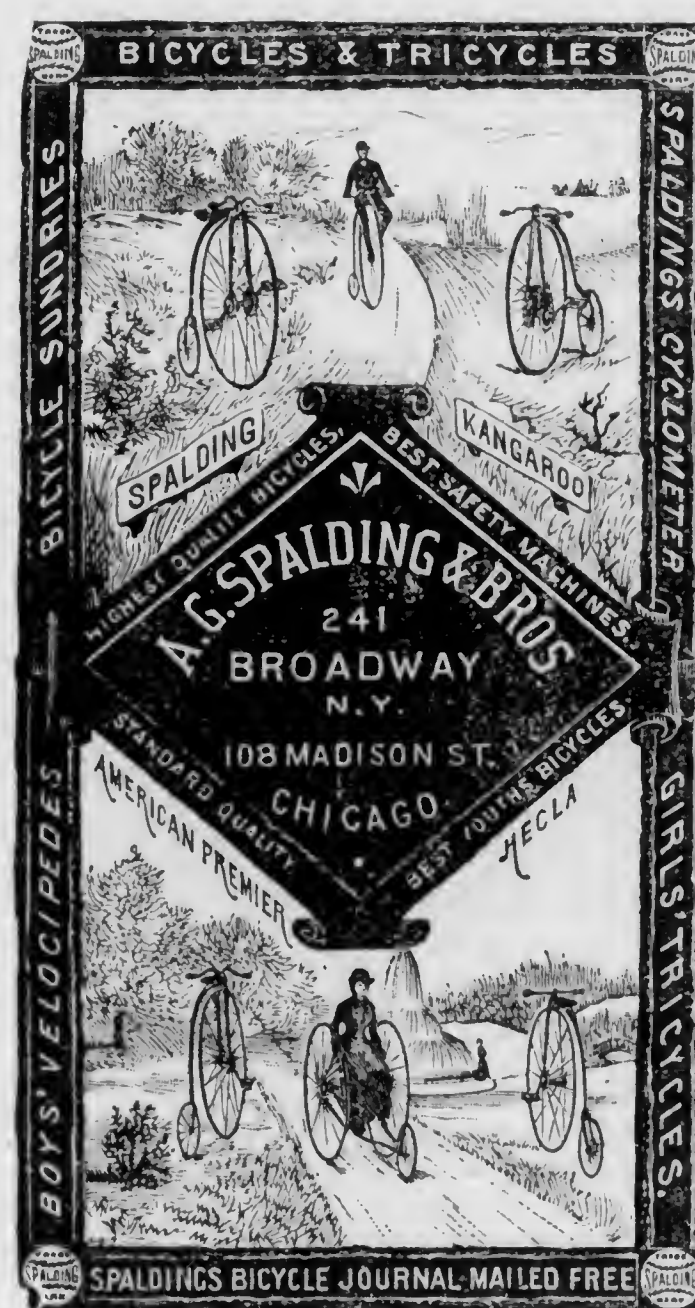
## EVENTS AS FOLLOWS:

1/2 Mile Novice, open to all Amateurs.  
1/2 " Club (K. C. W.)  
1/2 " Without Hands, open to all Amateurs.  
2 " Handicap, " " "  
3 " " " "  
10 " Scratch, " " "  
3 " L. A. W., open to all L. A. W. Members.  
2 " Brooklyn Bi. Club Championship.  
Gold Medals and other valuable prizes.  
Reserved Seats now on sale at Club Rooms, 159  
Clymer Street, G. R. BIDWELL, 4 Sixtieth Street, IKA  
PEREGO and SPAULDING, at 50 cents each.

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"I make special mention of an excellent road map of Berkshire County, which will be mailed free to all who send a request to the Berkshire Life Insurance Company, at Pittsfield, Mass., whose advertisement is impressed upon the margin, but not obtrusively. This map's scale is about two miles to the inch, and not only are the 'main roads' specially designated in red, in contrast to the lesser ones, but the school-houses, churches, cemeteries, and railroad stations, are shown by special symbols."—Extract from letter of Karl Kron, in the *Bicycling World*, May 8, 1885.

## Improved Star Lamp

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SHOWING

Best Routes, and Character of Road Beds throughout the State.

Price, 35 cents. Bound in Cloth.

For Sale at all Cycle Agencies, at this office, and by

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ARDILL'S  
LIQUID ENAMEL!  
For touching up or entirely re-enamelling  
BICYCLES AND TRICYCLES.

THE RUDGE.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. Any one can apply it. A suitable Brush given with each bottle.

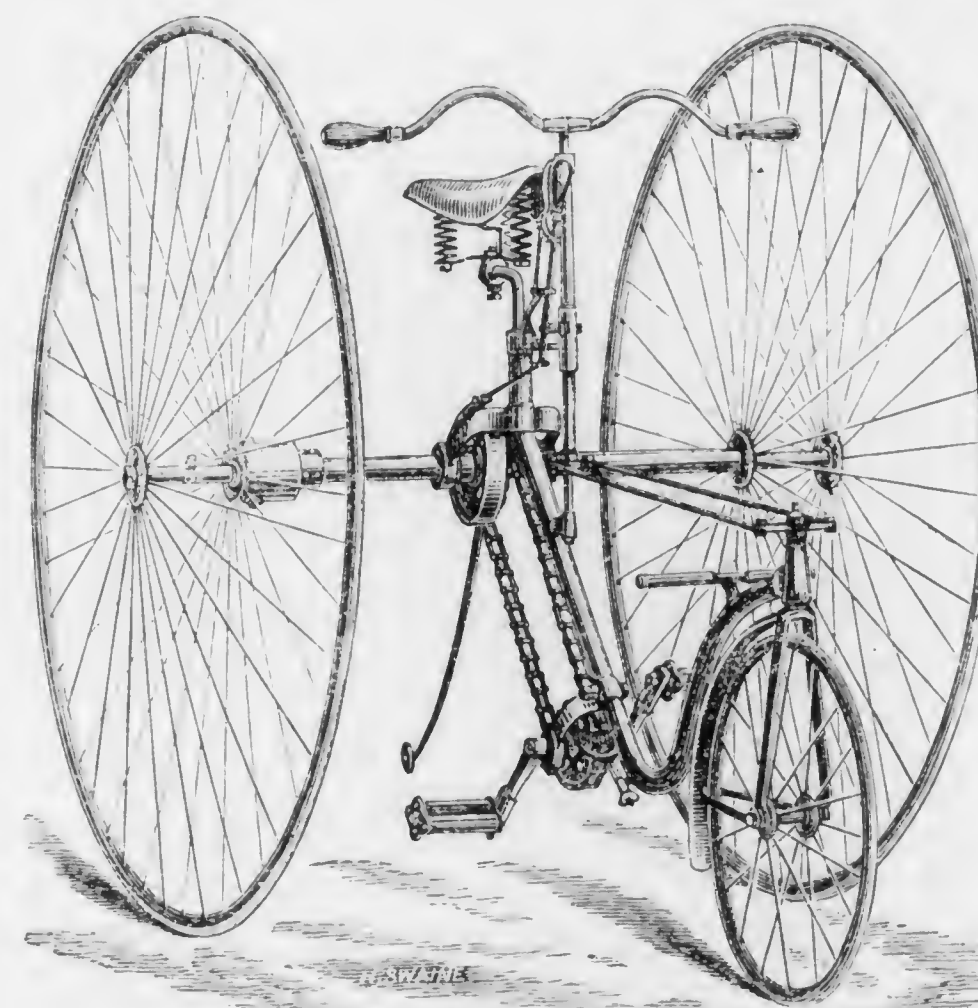
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For sale by all Agents, and by  
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Special terms to the trade.

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## RANELAGH CLUB.

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The Fastest and Most Comfortable Machine Made.



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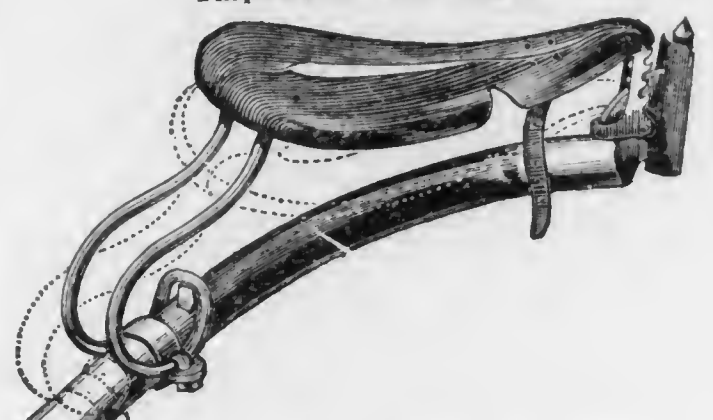
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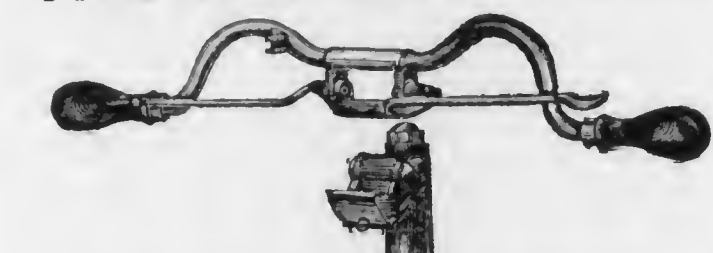
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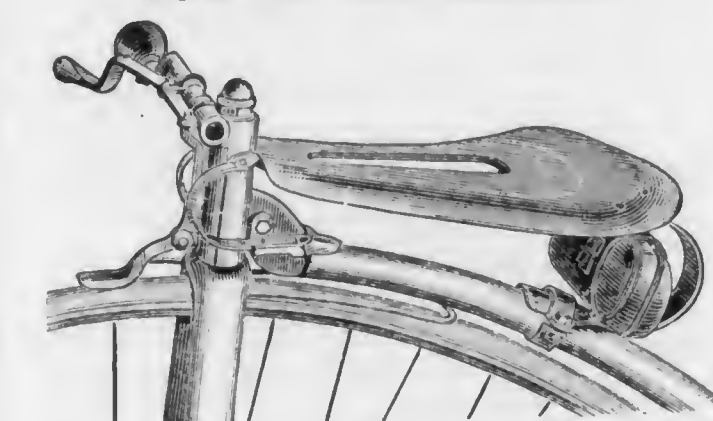


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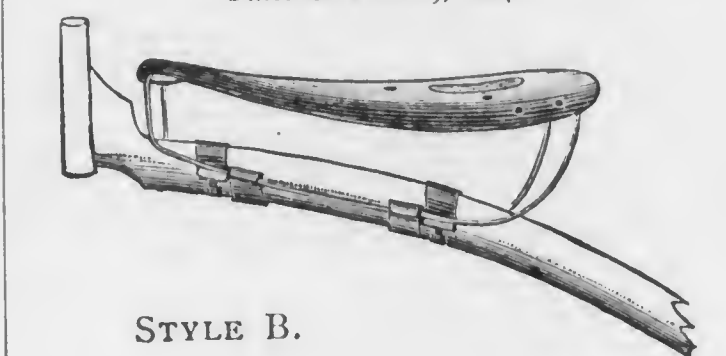
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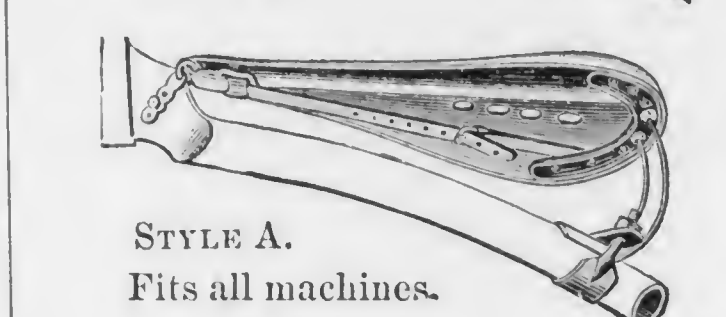
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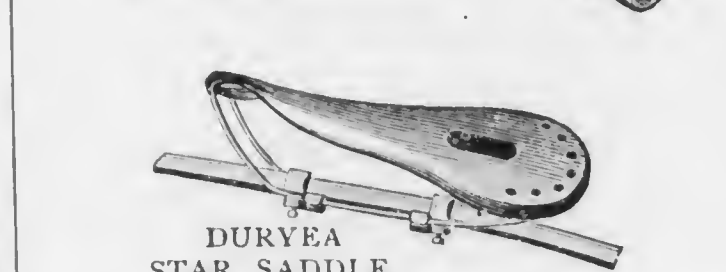


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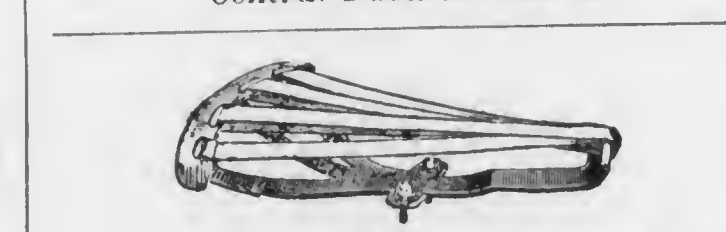
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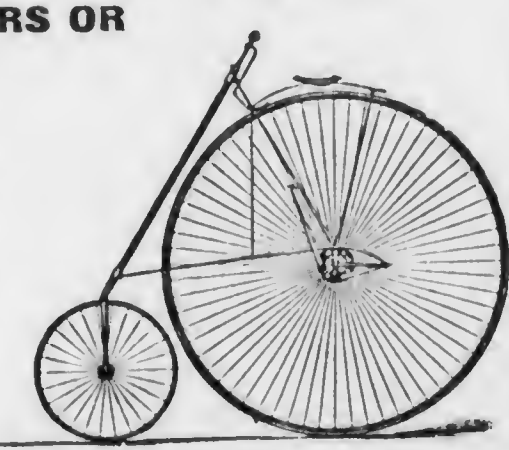
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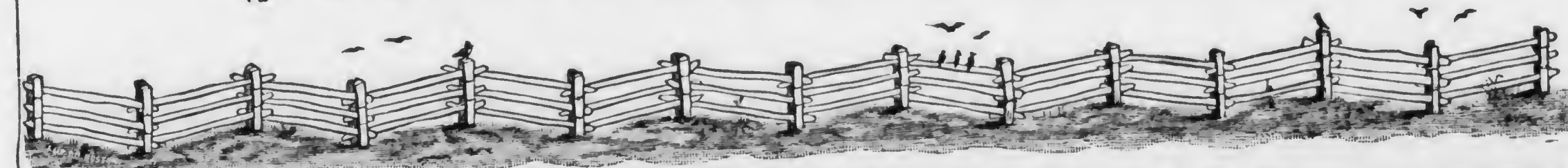
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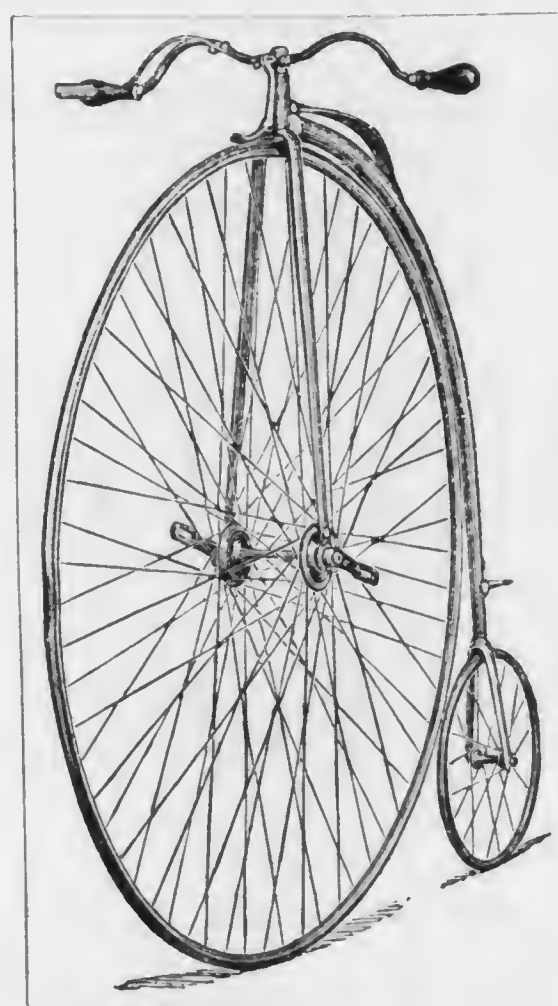
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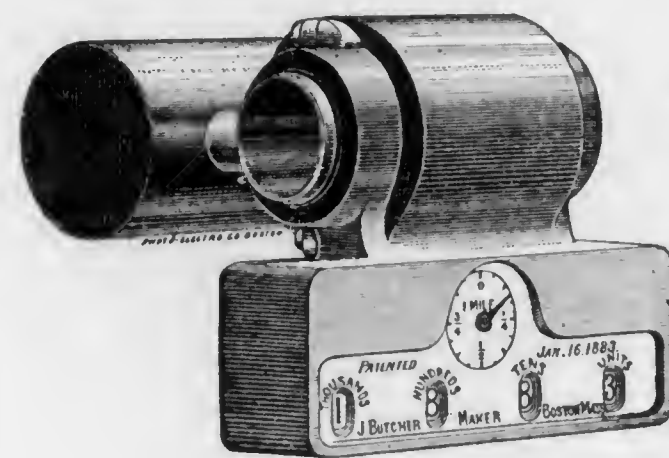
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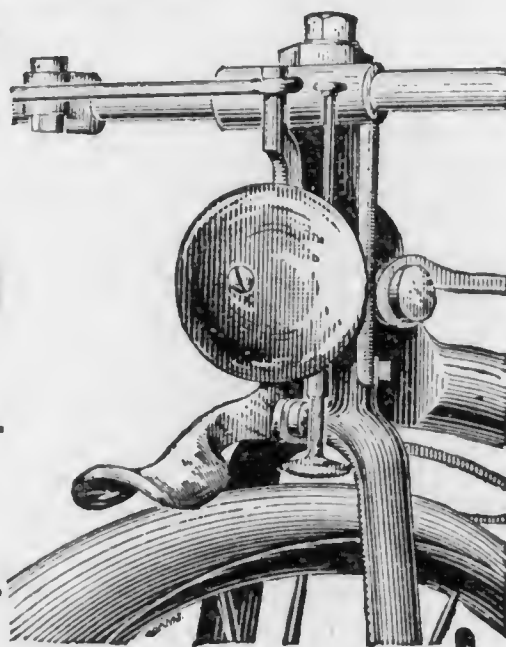
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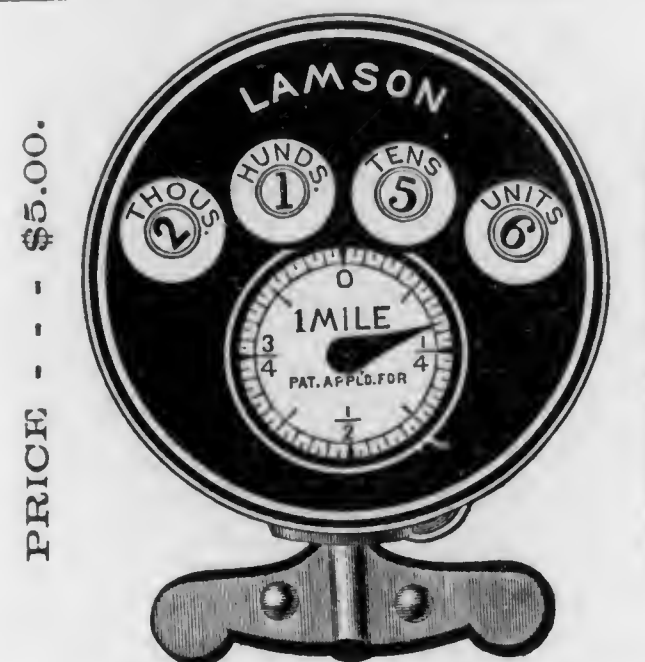
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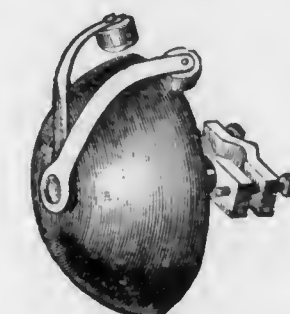
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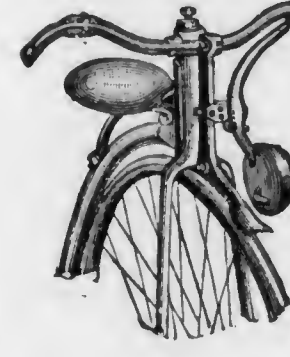
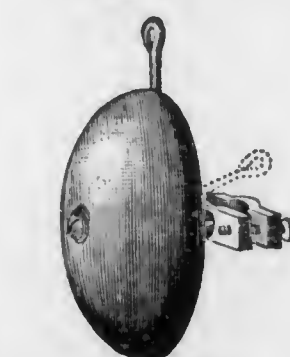
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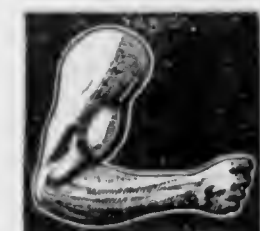
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could not get another, I would not take \$5.00 for the Cyclist's Record Book you sent me last week. I can keep an accurate and complete record of my riding without trouble." So says the secretary of a prominent club. Every wheelman should get a Record Book. They are a necessity to those who value a record of their season's mileage and the particulars of each trip. If you contemplate but a single journey a-wheel, it will pay you to get one of the books. Fifty cents.

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Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

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Will never thicken, dry up, spoil, or change. The freest, finest, cleanest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

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Further proof of the Superiority of the "Kangaroo" over all other Bicycles as to speed as well as Safety is given by the position of its riders in all the races in which it is engaged.

May 9th.—Three Miles Scratch Race at Alexandra Palace. Engleheart First, "Kangaroo." Won very easily, all other riders using the ordinary Bicycles. (Nine starters.)

## RECORDS.

	H.	M.	S.		H.	M.	S.
1 Mile (path)	0	2	59	10 Mile (grass)	0	40	30
3 " " "	0	9	49	100 " (road)	7	11	10

Opinions of the Press re Three Miles Scratch Race, May 9th.

"Engleheart, on a 'Kangaroo,' outpaced everybody, and simply romped away from his opponents against the hill and wind; in fact, he won comfortably."—*Wheeling*.  
"The sensation of the week has been the victory in the Three Miles Scratch Race of the 'Kangaroo' Safety over all the big bicycles."—*The Cyclist*.  
"Engleheart has done much to demonstrate what can be done by a Safety. He did well again on Saturday. It was a caution to see how he put the dwarf 'Kangaroo' past the big wheels at the Surrey, and again on Saturday, when the big wheels were all beaten easily. There is no doubt the 'Safety' is the machine of the future—provided machines are carried out on their present lines."—*Tricycling Journal*.

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Twenty miles.....in 1h. 15m. (21 miles actually).  
Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering 266 1-4 miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 $\frac{1}{2}$  hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and *all-the-year-round*, nothing in market can approach it. Get 1885 Price-List, and read all about it.

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179 Tremont Street, Boston.



# World Records. THE VICTOR

*Is the only American Bicycle holding a*

## WORLD RECORD.

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**1-2 Mile.—1.16 1-5 Sec. - - - GEO. M. HENDÉE.**  
**3-4 Mile.—1.55 4-5 Sec.- - - GEO. M. HENDÉE.**

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179 TREMONT STREET - - - - - BOSTON.

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The new model is vastly improved in workmanship, and has been greatly simplified, and made stronger and stiffer, while the **WEIGHT HAS BEEN REDUCED SOME ELEVEN POUNDS** in the 48-inch size. Sample now on view. No Catalogues can be had till later, and applications for same must be accompanied by two-cent stamps. All applications from outside of New England must have enclosed five cents in stamps, or no Catalogue will be sent.

**The New Columbia Machines constantly in Stock. Also the American Challenge and Safety and the Ideal. Petite Tricycles for Children, \$18 to \$30.**

Having specially fitted up a Shop and engaged one of the best Bicycle Mechanics in England or America as head of the department, we are prepared to do the finest and most intricate repairs on Bicycles and Tricycles. Cranks or Stars at reasonable rates. Special Terms to Agents where they send all work to us.

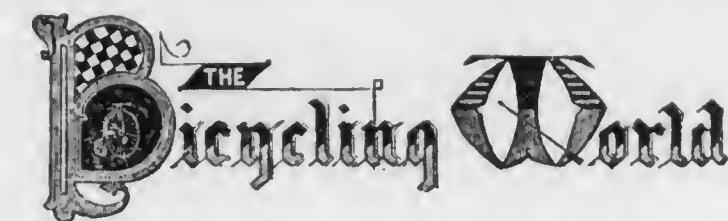
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Out of town parties may enjoy a Sunday or Holiday on "Boston's sandpapered roads," at a small expense. Our list includes new Experts, 48 in. to 54 in., and new Ball-bearing Tricycles of improved model.

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Julius Wilcox, 15 Park Pl., New York.  
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 Geo. R. Bidwell, 4 East 60th St., New York.

ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 JUNE, 1885.

### LET US HAVE PEACE.

MR. WOOD, the author of the aggressive note in the Pennsylvania Road Book, comes to the defence of his paragraph in another column of this paper. He justifies his note by quoting from the annual report of Chief Consul Weston, and maps out for the League a policy of aggression not justified by anything the C. C. has said. Our correspondent is pleased to call us the "C. T. C. organ," and by inference tries to convict us of inconsistency, because our editorial is not in harmony with Mr. Weston's letter. We do not care to go much out of our way to deny that we are the C. T. C. organ. We gave up the organ ship years ago, and shall never resume that function. As the organ of all wheelmen, we occupy a position suited to our tastes,

and while we are willing to lend our best endeavors to every society that promotes the interests of cycling, we have never been and shall not be slow to condemn what we consider evil in any of them. We do not propose to say anything to restore harmony between the utterances of Mr. Weston and ourselves; for if our remarks bear heavily upon that gentleman, he must take them. Our position is unchanged. It will be a sorry day for cycling, and a peculiar spectacle for the world at large, if Mr. Wood's ideas are carried out, and the two great cycling institutions are pitted against each other in a petty war. Mr. Weston's remarks point to a struggle for supremacy, in which each society shall respect the other, while it tries to outdo it. In such a struggle cycling can suffer no injury. Mr. Wood would have a "war to the knife," and destroy the fraternal feeling now universal among all wheelmen. We think the gentleman will find few followers. His position will fall to the ground by its own weight among those who see things clearly.

Why should the L. A. W. fear that the C. T. C. will usurp its place? An organization on its own soil, and with a membership of 5,000, can afford to look with undisturbed feeling at the progress of a branch of a foreign organization of one tenth its own strength in point of numbers. The L. A. W. can never be displaced by the C. T. C. Should the time come when the members of the two should be about equal, a patriotic feeling would be aroused that would quickly throw the balance in favor of the home institution. Mr. Weston has high hopes for the C. T. C., and he always presents them in a dignified manner. We do not believe his brightest hopes will ever be realized, nor do we think the interests of cycling would be injured if they were; but we can see much good to result from his struggle for the goal of his ambition, and we regret to see a spiteful attitude on the part of the L. A. W.

MR. JO. PENNELL, of Philadelphia, is about to submit to the public an illustrated sketch book, entitled "A Canterbury Pilgrimage, ridden, written and illustrated by Joseph and Elizabeth R. Pennell." It will be published simultaneously in England and America. If Pennell had been successful in getting the League to adopt the Germantown amateur idea in 1880,

he would be a professional now, since he receives money for writing on bicycling topics.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Something is Demanded.

*Editor Bicycling World:*—My recent letter in the columns of the WORLD has been made the subject of somewhat extravagant editorial comment in the *Wheel*, the gist of which is "Mr. Clark . . . does the usual 'growl' act, and then like every other kicker, he shuts up." . . . "The trouble with the 'kicker' is, that while he pulls the fabric to pieces, he substitutes nothing."

This general statement in the present connection, is not absolutely true. The L. A. W. is under contract with its members in return for support and maintenance, to render to them certain things as set forth in its constitution and by-laws. When the member complains that, while his part of the contract is faithfully performed, the obligation of the organization is disregarded, his complaint in itself suggests the remedy. If the League of American Wheelmen neglects to perform or attempt to perform the duties imposed upon it, the remedy is suggested by the complaint, and is simply the performance of those duties. The same is true of collateral complaints as well. The details of the performance of these duties are for the officers to suggest. The power and means are delegated to them. If their power is not ample and their means insufficient, it would become them to try a turn as "kickers," and suggest the remedy. After such complaint and suggestions, then if the League at large prefers to devote its time and attention to a half day's event on the cinder path to the utter neglect of its legitimate interests, and parody an old saw, by "letting poor enough alone," there is none to be blamed but its membership.

FRANK H. CLARK.

CHEYENNE, WYO., 5 JUNE, 1885.

#### Fifty-Four Forty or Fight.

*Editor Bicycling World:*—The L. A. W. is—

*First.* An organization for mutual protection.

*Second.* An organization for facilitating touring in its own country with a due respect for other nation's business.

In the new road-book our C. T. C. champion, the BICYCLING WORLD, finds the following bone:—

"A certain offshoot of a foreign organization has endeavored to usurp the government of touring relations in the United States. The Canadian Wheelmen's Association would have been far more appropriately its victim, and stands as a mockery of the attempts on the



part of a few 'mugwump' Anglo-manics' to dictate the policy and eclipse the prestige of five thousand plain Americans. As a uniformed social fraternity and mutual admiration society, the sample of the intruding club has been a conspicuous success, though bearing no resemblance in either particular to that strictly business-like character of the parent which has prompted the latter to absorb all the dues and fees of its offspring to date, giving in receipt a badge of servitude, and a monthly tract telling how to be good and send more. The parent will soon be shamed into allowing the youngster pocket money; scarcely enough, however, to defeat the legislature of North Carolina, though ample to subsidize editorials as to what the L. A. W. should do, how and when the victory should be gained, and what share of the credit is due the gnat which thinks to sting the sleeping lion into action."

This was not written for Americans who belong to the C. T. C. alone. This was written to open the eyes of those holding membership in both organizations to the principle that the rights of our own nation are superior to the pretensions of another. This was written to draw sharply the line beyond which the C. T. C. must exchange fraternity for enmity, cooperation for hostility, and hospitality for patriotic resistance.

Our thinly disguised, and only too admirable C. T. C. organ, the BICYCLING WORLD, has broken its first tooth on this bone in a manner whose dignified ignoring of any cause for war is only equalled by the facilities offered in the same issue for justifying every word of the quoted paragraph.

FROM BICYCLING WORLD, 29 May, 1885. C. T. C. "Creed" as announced by Chief Consul Weston at the last annual meeting:—"A legislative cycling club should be a national club; but a merely national organization for touring purposes is a waste of power. A touring organization to be thoroughly efficient must be international. This little world of ours is not large enough for more than one such organization, and that organization is and should be, everywhere and always, the C. T. C."

Yours in the cause,  
FRANK W. WESTON,  
C. C.

This exhibit disposes effectually of the "World" business, and now we give forth the "Creed" which the League of American Wheelmen hereby stamps on its opposing banner.

A legislative cycling club should be a State club with a national backing. A touring organization to be thoroughly efficient, must be a State organization with national oversight. This little America of ours is not large enough for more than one organization, and that organization is, and shall be, everywhere and always, in its own territory, the L. A. W.

To those belonging to both organizations who do not accept these principles, who think the L. A. W. should only shake the legislative tree while the C. T. C. pockets all the touring plums, who admire a badge or cloth pattern more than a just and patriotic sentiment, who think that deserved supremacy in England warrants aggressive invasion of America, to all these we say, "resign, and do not play the traitor in your country's camp."

To those who have carelessly joined the

C. T. C. for personal, social or other reasons, not inconsistent with loyal adherence to the principles of the L. A. W., we say, "strive while you remain a member to shape the policy of the intruding club," as a branch dropping possibly some fruit in this country, but not as a root sucking, our best nourishment to a foreign trunk." Let the C. T. C. remain with us as guests, to join whose number is a courtesy, a convenience in touring abroad, and an appropriate means of receiving visitors to our shores; let it fill such a sphere and welcome; but if the C. T. C. retain in its creed the avowed intention to usurp the government of touring relations in America, there is and must be, from this time on, a war to the knife between it and the L. A. W., and the weakest shall go to the wall, or up an alley, or to Boston, where foster Papa Weston can issue his "we the people of England" manifestoes to an adoring but diminutive audience. H. S. WOOD.

#### Notes by the Way.

SITTING in the Boston Club House the other night, with my feet on the table, my head back, and the smoke from my cigar resolving itself into rings above my head, my thoughts went back to the time when the Boston Club had no such house and when the man who should have dared to say that in six years the club would have a palatial mansion on the Back Bay, with servants in livery flitting about to do the behest of the members, fine appointments, and everything to promote the comfort and convenience of the members—well, he would have been called a dreamer, that's all.

THOSE were glorious days. We were younger then, and to youth life always has a roseate hue that it never puts on in after years.

My legs ache in fancy even now, when I think of that long flight of stairs on Devonshire street, that we used to climb to club headquarters. I think I counted the steps once, but I have forgotten how many there were, and I remember only that I thought at that time I would rather ride a mile on a bike than mount to glory as dispensed in fancy at the top.

I REMEMBER once we put up a job on Weston, and sent a tramp up there to look for a promised dinner. The old fellow climbed up stair after stair, and at last reaching the top thoroughly blown, he put his head in at the door, and asked "Is God in?"

CLUB runs were great things in those days, and the square in front of Trinity Church used to be resorted to every Saturday afternoon by a crowd of eager sightseers who gathered to see the boys start on a run. In fact, we used to ride up and down Columbus avenue by patri-

ular request of lady friends who wanted to see our graceful forms and light wheels, and to whom the sight afforded much delight.

We used to think a twenty mile ride a thing of importance in those days, and when Pitman essayed to ride from Fitchburg to Boston, forty-six miles, it was noted in the papers as a great feat, and crowds turned out to see him come in. He was thoroughly beaten out, and if Chandler and Agassiz had not met him at Medford and encouraged him to continue, I doubt if he would have got to the city. He rode a 52-inch Stanley machine.

OUR club runs then extended only to Brookline or to the Reservoir, and the daily papers occasionally had notes such as this: "The Boston Bicycle Club had a club run to Brookline, on Saturday, and returned by train." There was no truth in the paragraph but the world was ready to swallow just such things, and we had to interview the editor and get him to correct it.

WESTON, Chandler, Hodges, Steadman, Goddard, Woodward, and Dean. These are names to conjure up fond recollections with, and my memory goes back to the jolly times we had together, and lingers there with gladness.

PAPA WESTON! To him we raise our cap as the great founder. The history of the Boston Club without Weston, is like the play of Hamlet without the moody Dane. And yet the history of the club has been attempted without this central figure, and found place in the pages of a contemporary magazine. I have no comment to make.

WE used to ride in all sorts of costumes in the early days; trousers, knee breeches, leggings, all could be noted on the club run. I came across one of Pope's first advertising cuts the other day, and could n't but smile to see a man mounted on a wheel wearing a checked business suit, and tall hat.

It was n't long before the uniform came in, however, and then came a chance for the display of taste among the riders. Our meetings then were largely given over to discussing clothes, and I will not undertake to say how many changes we made.

BUT I am not writing a history of the club. The chops or something else got into my head and drove me into a reminiscent state, and I had to give forth accordingly.

THE world moves. We progress. We cannot call back the old time save in fancy, but we can store our memory with

evergreens as we go along, for use in the future.

WILL not the scribe of the future look back upon the present days as golden ones, think you? And will he not be inclined to recall the jolly times at the chop suppers, enlivened by the sparkling wit, and the overflowing good fellowship of such fellows as Hodges, Huston, Donahoe, Robinson, Harrison, Tombs? If the scribe does n't, it will only go to show that he was n't in the fun.

THERE be these men who think a club should not boast of a club house, but should look to its reputation as a riding club. Granted, but why not combine the two. The Bostons have a good club house. The fact shows for itself. If any doubt it has good riders, let him go out on a run, and I venture the assertion that his doubts will be removed.

I DON'T know in what way a test of excellence in road riding can be instituted; but were such a test possible I don't think the old Boston Club would be at the tail of the procession.

A LONG experience with the world has taught me many things. Variety is the spice of life; a bit of lemon improves a punch; and there is much for the observing man to learn.

BY THE WAY.

#### Buffalo.

##### THE RAMBLERS' BICYCLE CLUB RACE TO CORFU AND RETURN.

THE fifty mile race under the auspices of the Ramblers' Bicycle Club took place yesterday afternoon. The course was out the Genesee road to Corfu and return. The road was very uneven in places, the pathmasters having just finished working out their road tax by scraping the soil from the gutters and dumping it in the middle of the road. The starters were:—

Frank White.....	Rome
Gideon Haynes, Jr.....	Boston
D. N. Milley.....	Buffalo
Albert Schirck.....	Rochester
Charles E. Gates.....	Gerry
C. W. Adams.....	Buffalo
Neil Campbell.....	Niagara Falls
Albert E. Schaaf.....	Buffalo
Charles E. Gates.....	Gerry
J. R. Rheubottom.....	Weedsport
L. F. Featherly.....	Batavia
J. H. Moffat.....	Buffalo
Charles Meyer.....	Buffalo

Neil Campbell, who had a tricycle, was given an hour the start. The wheelmen left at three o'clock, and went through to Corfu without any stop worthy of note. Frank White took the lead and kept it to the end. He rode a Columbia Expert, 56 inch wheel. The time of the six best contestants was as follows:—

	Hours.	Min.	Sec.
Frank White.....	3	57	10
Gideon Haynes.....	4	20	34
D. N. Milley.....	4	35	56
A. Schirck.....	4	43	52
Charles E. Gates.....	4	46	53
C. W. Adams.....	4	46	57

Last evening the Ramblers' Club gave a supper to the visiting wheelmen at Gerot's restaurant.

The usual number of "incidents" occurred. Near Bowmansville the order was: White, Gates and Rheubottom together, Schaaf, Featherly, Milley, Schirck, Haynes, Adams, Moffat, Meyer. Moffat took a header within three minutes of the start. Meyer broke a handlebar at Pine Hill. In crossing the West Shore tracks near Bowmansville, Schaaf went overboard violently, and was so demoralized that he had much trouble in mounting the hill. Moffat followed his illustrious example, and as he passed a cottage soon after, a little girl shouted, "Oh, mamma, there's a nigger in the race!" About half a mile farther on, Schaaf became interested in geology once more, and this time investigated the structure of a pile of earth. The road just here had just been "mended" country fashion, and its condition may be imagined. There are more dogs to the mile on this road than on any other around Buffalo. Haynes was obliged to demoralize one of them by jumping from his machine and landing nearly on the back of the canine. The riders were much annoyed by small boys, who placed sticks and stones in convenient places for them to run over. Between Mill Grove and Crittenden, Featherly broke down, a bolt giving way, which took some time to replace. Rheubottom gave up on the return trip between Corfu and Crittenden.

Considering the state of the road, the time made was excellent. The judges were W. S. Bull and J. T. Gard; referee, Dr. H. T. Appleby; starters and timers, J. S. Kellner, and W. L. Fuchs. The checkers to mark the time of passing different points were stationed as follows: O. E. Hoddick at Bowmansville; Harry Drullard, at Mill Grove; C. S. Parsons and G. Gowans at Corfu. The banquet was heartily enjoyed by all participants. The Buffalo Club held its first meeting at the new club house on 8 June. The parlor and billiard rooms made a handsome appearance, but the time for preparation had been so short that the remainder of the house was not in order. Work is still going on, and we shall certainly have everything in order to receive our friends next July.

The official programme of the L. A. W. meet is in the printer's hands, and will be issued next week. P. X. Q.

BUFFALO, 12 JUNE, 1885.

#### Salt Lake City, Utah.

THINKING that a few "Bicycle Notes" from this section of the country might not prove unacceptable to our Eastern brothers of the wheel, I "toot"

thusly: Our club now numbers twenty-five members, half of which have joined within the past six months. Much interest is manifested in wheeling matters, both by riders and non-riders. Our first racing meet of the season was held on Decoration Day, on Washington Square, where we have a seven lap cinder track which has cost considerably over \$1,000. (See Racing News.)

Yesterday being visitor day, an even dozen of us took a run out to the Penitentiary, six miles distant for the purpose of shaking hands with our friends, seven in number, who are now in durance vile for polygamy. They are very cheerful, and happy, and feel that they are being persecuted for religion's sake more than for having committed any wrong.

While en route for home we were invited to call at "Forest Farm" (a grand, old-fashioned place, formerly belonging to the late President Brigham Young), where we were regaled with a voluminous drink of milk, and hospitably with music and singing by two charming young ladies, who played the piano and sang very sweetly, finishing with a jolly chorus, in which we all joined. With many kind thanks to all, we mounted our steeds "beneath the spreading branches" of lofty trees, and rode towards town, not, however, until we had been warmly invited to call again,—a pleasure which we will no doubt avail ourselves of.

C. E. JOHNSON.

SALT LAKE CITY, 6 JUNE, 1885.

#### Buffalo.

THE annual tournament of the Buffalo Bicycle Club will be held at the Driving Park, on the afternoon of 3 July, beginning at 2:30 sharp. The following is the list of events:—

One-mile tricycle, L. A. W. championship; one-mile bicycle, L. A. W. championship; one-mile bicycle, club championship—best two in three. For this last the first prize is the Edwards medal, now held by James S. Hedge; second prize, bicycle pin, value \$10; third, American saddle, value \$4.

A five-mile professional race, purse \$100; \$50 to first, \$30 to second, 20 to third.

A three-mile straightaway race, for L. A. W. members only; first prize, gold medal, value \$20; second, Butcher cyclo-meter, \$10; third, "King of the Road" lamp, \$7.

A two-mile straightaway race, for all amateurs; first prize, gold medal, value \$25; second, gold medal, value \$15.

Admission to all parts of the grounds, fifty cents; no extra charge to grand stand.

Entries close Saturday, 27 June, and should be made to Frank E. Drullard, secretary racing committee Buffalo Bicycle Club, No. 82 Hodge Avenue, Buffalo.

This may serve to show that the Buffalo Club is still alive, and doing all it can to create public interest in the Annual Meet of the L. A. W. The



order of the events will be settled later. There ought to be a great crowd at the races in the afternoon, as the parade in the morning will wake up the city pretty thoroughly, if we only can have fine weather.

There is much interest in cycling here now, and new recruits are made every day. The number of riders will probably be doubled before the season is over.

P. X. Q.

#### Down South.

SAYS Burdette, captain of the Nashville Club, to me, this morning. "Why don't you write more about us down South, to the BICYCLING WORLD. Don't you know we rather see your letters about the South, than anything else?" I looked at him several minutes, and came to the conclusion "Bob" was not trying to give me any taffy, but was, in fact, in real earnest.

Well, it seems a sort of religious duty, lately, for me to write, and write much to the old pioneer paper, and notwithstanding the fact that the mercury is climbing the golden stairs very fast this evening, I'll throw off my suspenders, and tell you something about the "hot South." My last letter to you was dated North Carolina, "Chocolete," as Prince pronounced the city's name, and in it, I told you of the wheelmen's trouble, and the cause of same. Glad I am to see that your trenchant pen has at last awoke the proper authorities, and now my (?) friend Charles Stedman must prepare for a grand onslaught of wheels.

The champion and myself, after a pleasant stay among the Charlotte Club boys, bid them adieu, and took the "kairs" for Atlanta, Ga. We cannot speak too highly of the gentlemen of the Charlotte (N. C.) Bicycle Club. Suffice to say that that they are thorough bicyclists and gentlemen.

Mr. J. Thomas, the genial and enthusiastic secretary of the Atlanta Club, met us at the Atlanta depot, and during our stay in Atlanta, which was brief (one day) he showed us many little kindnesses, winding up by giving the party a big "feed" at a restaurant, just a little previous to our departure. Mr. Thomas was determined to have us go away at least "full" from Atlanta, even if we could not get a track of any kind to give them a race on. By way of breaking our journey to Nashville, we thought a stop of one day at Chattanooga, Tenn., would be of some interest; so on reaching our hotel, at the latter city, were surprised to find some dozen bicyclists rushing around inquiring after our health; they had evidently heard of our arrival. Capt. Clark H. Horn, introduced himself, and then introduced his club in succession. On hearing we were only going to stay one day, the enterprising Mr. Horn got up a scheme to lay a track on the ball ground of five laps, and by nine o'clock that night we had made up our minds to give Chattanooga a day's racing. The management of same was placed in the effi-

cient hands of Capt. Horn, and he boomed it for all it was worth, and the consequence was, we had the largest crowd that ever was put on the grounds. The Chattanooga Bicycle Club is a truly live organization, and with such a captain will win their way into public confidence and favor. A livery man attempted a ghostly joke on Capt. Horn. He ordered a large wagon to convey the racing men to the grounds, and seeing that the livery rascal was out of large carriages, he sent in place, a large advertising wagon, with a flaming advertisement all over, saying some famous (?) medicine was sure to kill or cure. Capt. Horn was mad. SPOKES.

NASHVILLE, TENN., 5 June, 1885.

#### The Big Four Tour Entries.

THE following are the entries for the Big Four tour. Only twenty-five will be taken in each division. A large surplus exists in each division, except the Boston, hence some names may be dropped. Tickets are now being sent out by the captains, and the first to secure them will be assured of position in line. The limited number could be increased to double its size, but the management deems it unwise to have so many tourists together. It would, perhaps, lessen the comfort of each one. Facilities for excellent entertainment of the allotted number are ample, and a system for securing individual comfort is perfected. Only the largest and best hotels are selected. The large and fine steamer "Norseman" will depart from her usual run, and make a special trip across Lake Ontario to carry the tourists to Cobourg. Dinner served on board. Special steamer is also engaged for the Hudson River trip. Tents and craft for the Thousand Islands camp are engaged, and every detail reduced to clock-work system. The tourist wheels up to a hotel with his division of twenty-five; puts his machine in a convenient place, and enters. If it be noon, he seats himself at his division table. If night, he finds his name and room number printed on the division bulletin card in the office, selects his baggage from the four division piles on the office floor, and repairs to his room. In the morning he leaves his baggage in the office, turns his coupon over to the clerk, mounts his wheel and rides away. The baggage wagon drives up last, and porters transfer luggage therein. It is then locked, and, with the ambulance, follows the line. The ambulance is designed exclusively to ride in, and wheelmen will avail themselves of it at any point where they may get lame or lazy.

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Ia.; Chas. D. Howell, of Winterset, Ia.; R. E. Hall, Beloit, Wis.; Geo. Webber, Smithville, N. J.; C. F. Vail, Peoria, Ill.; E. H. Sleight, Moline, Ill.; A. M. Hill, New Orleans, La.; Dr. Hicks, Joliet, Ill.; G. McD. Nathan, New Orleans, La.; R. B. Clarke, Beloit; C. B. Ellis, Kansas City, Mo.; Nelson T. Haynes, Kansas City; W. R. Irwin, Emporia, Kan.; John I. Willson, Winona, Minn.; L. J. Bates, Detroit.

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#### From a Feminine Point of View.

I AM writing in the presence of nature. I do not for a moment wish it to be un-

# THE RUDGE

— AT —

Springfield, Mass., May 30, 1885.

RECORD FOR THE RUDGE SAFETY.

ONE MILE

IN

3.06  $\frac{2}{5}$ .



THE RUDGE SAFETY.  
Stoddard, Lovering & Co.  
Boston, Mass.

ONE MILE

IN

3.06  $\frac{2}{5}$ .

PRICE (ALL SIZES), \$140.

REMEMBER that, although the price of the RUDGE SAFETY is a trifle higher than some other safety machines, it has the decided advantage of being TEN POUNDS LIGHTER, with no loss of safety, and having HOLLOW RIMS and BALL PEDALS together with MUD GUARD, CRADLE SPRING and FOOT RESTS. It is not only immensely strong and remarkably easy running, but has unquestionably the most graceful appearance of any machine of its kind, and if the riders will compare the price of this machine with ALL THE ABOVE IMPROVEMENTS with the price of other similar machines, they will see that the RUDGE SAFETY is considerably CHEAPER in the end.

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FEBRUARY 4, 1885.

MESSRS. WILLIAM READ &amp; SONS:

Gentlemen,—I cheerfully give my opinion of the ROYAL MAIL, which I rode in all my races last year, and won the world's record,—2.39. I think it the finest made, strongest and stiffest machine I ever rode. I have ridden nearly all makes, but find the ROYAL MAIL the best I ever crossed yet.

Yours respectfully,

JOHN S. PRINCE,

Champion of America, and One-mile Champion of the World.

I have ridden nearly all the prominent wheels, and unhesitatingly decide in favor of the ROYAL MAIL, etc.

E. P. BURNHAM.

I consider the ROYAL MAIL far superior to all others, etc.

S. G. WHITTAKER.

I consider the ROYAL MAIL the best bicycle I have ever ridden.

GEO. E. CAIN.

The ROYAL MAIL is my favorite, etc.

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I consider ROYAL MAIL, by all odds, the steadiest machine I have ever ridden.

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# ROYAL MAIL!

1885 Pattern 36 lb. Light Roadster.

A Rigid, True Running, Superbly Built Wheel.

THE ROYAL MAIL TIES ITS SPOKES DIFFERENTLY FROM ANY OTHER WHEEL.

The Royal Mail has Genuine Warwick Hollow Rim.

The Royal Mail has Stout Round Edge (instead of Thin Knife-Blade Edge) Forks. Wheelmen appreciate the necessity of this to secure Rigidity and Strength of Whole Machine.

The Royal Mail has Bown's Aeolus Ball Bearings.

The Royal Mail has Good Rake to Forks.

In fact the Royal Mail possesses in its Construction all the Latest Improvements in Every Detail.

*Surely examine before purchasing your mount. Since the very opening of the season we have not been able to keep pace with our orders. We now have doubled our weekly receipts from the factory, and can deliver at once any size from stock on receipt of order.*

Eight of Twelve Races at Memphis, in May won on Royal Mail.

At Springfield, Hunter won the One and Five-Mile on Royal Mail.

At New Haven, the Pope Cup won by Hunter, for the second time, on Royal Mail.

TRY A ROYAL MAIL.

derstood that we are not always in the presence of Mother Nature; but there are times when we are more impressed by her presence than we ordinarily are, and the soulful feelings have to find expression. Forgive me if the weaknesses of the weaker sex incline me to the romantic, for we are creatures of circumstance, and always affected by our environment.

THOROUGHLY worn out by excessive labor, I have taken nature's warning, and have flitted for a short time to the seaside. My short outing will be spent at Ocean Spray, that delightful summer resort in Winthrop, where aristocratic cant get-away Boston locates itself for the hot season.

I CHOSE the place because of the beautiful roads hereabouts which I had a short acquaintance with last summer. But alas for human calculation! The wintry winds have been at work, and the delightful crest road along the beach, that I used to spin over last year, has been naturally macadamized, for the sea has thrown the stones over it, and it is now scarcely more than rideable.

BUT the inland roads still remain to me, and I take runs almost daily, going to Beachmont, Cottage Park, Revere Beach, and once to the Point of Pines.

SOME things in this world can be accounted for; others are beyond human comprehension. Among the latter is the condition of mind the man was in who changed the name of the Pavilion (hotel) to Vue de l'eau. That part of the beach is a great resort for children. Perhaps he is a modern Herod, and wants to drive the children away by a bugbear.

I HAVE just received a letter from a lady friend who asks me about gearing; saying that she does not know whether to gear her wheel up or down.

In this thing as in many others, I find it a matter of growth and education. There are certain general principles that I will endeavor to lay down; but if a lady starts right she will progress, and as she progresses her gearing should be changed. My wheel is a Victor, forty-eight inch, and geared level. My first mount had a fifty-inch wheel, and by the advice of a dealer I had it geared down to forty inches. That was well enough for my novitiate, for it gave me an easy running machine, and hill work was not difficult; but I feel that I have outgrown my primer days of cycling and I am not content to plod along as slowly as I did then.

My experience and observation tells me that a lady should choose a gearing to suit her individuality. Given a large and heavy woman, I should say, gear up. Use

your weight to gain the extra power required. You can never pedal fast, and you must get your speed by gearing. Ride on your pedals. Leave the saddle on a hill, and let all your weight come on the pedals. As the descending pedal starts throw yourself forward to the farthest point the arms will allow. This will send the pedal down, and put you into a position to give it a push over the dead centre. This final push, supplemented by a pull on the handles, should be used to send you back into an upright position again, and then you are ready to push down once more. Thus you will have a rocking motion forwards and backwards. All those who see you will say, "Isn't she working hard?" but you will find that you are losing little power, and that your weight is doing all the work.

EXPERIENCE shows that knack is as important as strength in riding a tricycle. The rider who studies her machine, and the way to ride it, will find that after a while she can do so with the expenditure of very little power.

THE little women should gear down. They have no weight to work for them, but what they lack in this respect they make up in quickness of movement. To equal the speed of the geared-up contingent, their feet must fly faster; but I think they will find this easily done. It is the pace that kills always, but a killing pace for a small wiry woman is very much faster than that of a corpulent one.

THESE suggestions refer to the cycles now in use. When lighter machines come in for the ladies, the conditions will be somewhat changed, but not in their relative proportions.

I SAY now that the large ladies should gear up to level; the small ladies should gear down about one eighth. When we have machines weighing not more than sixty-five pounds the former can gear up, and the latter rise to level. But that time has not yet come.

I HAVE been very much interested in the Crippler, and I hear loud words in its praise from New Jersey. I do not like to condemn a machine untried; but it has seemed to me that it would not commend itself to the ladies on account of the limited room between seat and frontal bone. I may be mistaken, and my impressions are born only of a picture.

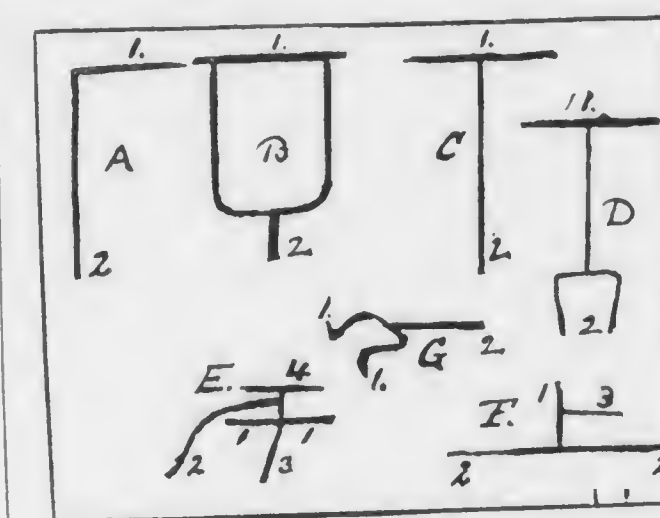
THEN, again, I am told that the steering is very delicate. This will not do for the average lady, for, I must confess that my experience with novices has shown me that the steering is very hard to master, and cannot with safety to them be made more delicate. I hope to try the Crippler very soon.

## NOVICES' COLUMN.

### Tricycle Frames and Bearings.

IN taking up this subject, I take it for granted that the reader is familiar with the general features of tricycles, and knows that they have three wheels, and drive by a crank and chain,—and I only propose to point out certain differences in the shapes of frames which serve to divide tricycles into different groups or classes.

I append a sketch, which gives an idea of the different styles of frames used in this country.



A is a frame for a two-track machine, like the Royal Mail, two-track Columbia, etc.; B is a loop frame, like the Victor; C is a T frame, used with central geared machine, like the Rudge, Apollo, Club, etc.; D is the Quadrant frame; E is the frame of a Humber pattern machine, like the Humber, Traveller, etc.; F is the Coventry Rotary frame; G is the frame of a Cheylesmore tricycle, the only rear steerer used in this country. In the first four figures 1 is the main axle; 2 shows the position of the steering wheel. In E, 1 1 shows the position of the two driving wheels, 2 the position of the small wheel, which does not steer at all, but only trails behind; 3 is the bracket which carries the lower chain wheel and cranks; 4 is the handle-bar by which the machine is steered. F is a peculiar frame, only used with this particular machine. There is only one driving wheel, which is placed at 1; 2 2 shows the position of the two steering wheels; 3 is the bracket which carries the lower chain wheel and cranks. G is called the "hay-fork" frame. The driving wheels go on the two short axles 1 1, and the steering wheel behind at 2. Each driving wheel is driven by a separate chain.

With the exception of the Cheylesmore and Coventry Rotary, all machines in general use in this country are front steering, double drivers; i. e., both large wheels are driving wheels, connected with one another by a balance gear, either in the middle or at one end of the main axle, and have the steering wheel in front of the rider,—either in the middle, as in B C and D, or at one side, as in A.

In E we have a machine where both large wheels drive, and both steer: an arrangement which is called "double

DAISIE.



front steering and double driving," or more commonly, "Humber driving and steering."

The commonest and strongest kind of frame is the loop B, which is made of drawn steel tube. The tube marked 1 runs just above the axle, and parallel with it, or else the axle runs through it. The gear box, which contains the balance gear, is at one side, as is the chain also, and the loop-shaped tube runs from the cross tube (1) downward and forward to where the crank shaft crosses it, and then bends up to the horizontal, or a little more, and joins the short "back-bone," (2) which carries the steering wheel, usually some 18 inches in diameter, in a fork and Stanley head.

In A the chain is sometimes at the side, as in B, and sometime in the centre of the cross tube (1) but the machine possesses no features essentially different from B. and C., except in one case, — the two-track Columbia, — where the steering wheel (2) has no fork, but a hinge attachment on the end of its axle, which fits into a sort of dwarf head on the end of the side tube of the frame — thus in this case, the tube slants downward to the height of the steering wheel hub, instead of running out horizontally to the top of the wheel.

C., which is called the T frame, is the lightest and prettiest frame in use. It is used, with slight modifications, on all central geared machines. Central geared machines are those which have the balance gear and chain at the centre of the cross tube (1), and are driven by a pair of bicycle cranks, which are fastened to the long projecting front tube which has the steering wheel (2) at the end. This tube generally is bent enough to carry the lower chain wheel and cranks, and then curves up and runs to the top of the steering wheel. Sometimes, however, it runs straight out horizontally to the steering wheel head (all steering wheels, except in the Quadrant and Club machines, are carried by Stanley heads and short forks), and the lower chain wheel is carried by a third tube, which projects downward and forward for the purpose, as in F, at 3.

D only differs in the arrangement for carrying the front wheel. Instead of ending in a Stanley head and having a short fork to carry the wheel, the front tube is joined to a broad horizontal fork of steel tube. At each end of this fork is a curved frame, which forms the fourth of a circle (hence the name Quadrant), and in this frame runs a small roller. The front wheel is very large (26 inches diameter), and the axle, which is long, fits into the rollers, which run in the two curved frames; thus, when the wheel is turned from side to side to steer the machine, the rollers run back and forth in these frames.

In E the small wheel (2) is carried by a short fork exactly as the hind wheel of a

bicycle is, the steering being done by the large wheels.

In F and G, Stanley heads are used. I use the terms "head," and "fork," supposing them to be familiar to all riders and readers. The head and fork of a tricycle steering wheel are exactly like the head and fork of a bicycle front wheel, except that they are smaller. The Imperial Club, and other machines of that make, have, instead of a Stanley head, a socket some 3 inches long, through which the top of the fork, which is cylindrical or slightly taper, passes and is secured by a nut. This amounts to about the same thing as the Stanley head, only it allows a somewhat sharper turn to be made.

F is the only machine used in this country which has but one driving wheel. The machine is much narrower than any other, and is very light, and for hard, smooth roads, is fast. The steering is done by two small wheels, 2 2, which are some five 5 feet apart, one in front and one behind the axle of the driving wheel. These wheels being connected by a long rod, and turning in opposite directions, give a very steady, reliable steering, both up and down hill, in spite of the narrowness of the machine.

As to the exact shape of frames it is impossible to particularize. Some machines have frames which curve very much while others have them curve very slightly. Some have very large and some very small tubing. As to size of tube, a large tube of thin metal is stiffer than a small one of the same weight, though the latter of course is thicker metal. The main frame of tricycles for road use should not be less than 1½ inch diameter for ordinary riders, and larger still is better.

Bearings for tricycles, except for the pedals — in some cases, may be said to be invariably single ball bearings. In the small wheels the hub has a coned hollow at each end, and a cone is fitted on each end of the pin which runs through the hub and ends of the fork. Between these coned surfaces a set of balls is placed and take all the friction. To adjust them, it is only necessary to screw the two cones on the pin a little farther into the hub. This, with slight modifications, is the way all small wheel bearings are made. For the pedals, I have already said enough in a previous article. The bearings of the cranks, either the bicycle cranks or the double cranked shaft, are exactly like the bearings of the front wheel of a bicycle, except that the double ball bearings are never used for them. For the large wheels the single ball bearing is the usual one. It consists of a shallow cylindrical case of steel about 2½ inches in diameter and 1 inch thick. Through a hole in the middle of this the axle passes, and the interior of the case is hollowed out round the axle in a shallow cone. The axle has brazed on it a hardened steel collar slightly grooved, and the cover of the case, which the axle passes through as it does the case itself, is also

slightly coned out and screws into the case. In the grooved collar a set of balls travels and is held in place by the coned surfaces of the bearing case and its cover. Adjustment is made by screwing in the cover till all rattle and shake is stopped. These bearing cases in loop-framed machines are generally as near the driving wheels as possible. When the axle runs through the cross tube (see B 1) the bearing comes just at the ends of this tube where the axle projects from it. This also applies to two-track machines which are side geared.

Central-geared machines have their bearings either as near the middle of the axle as possible (when only two bearings are used), or else about half way between the centre and the driving wheels as in the central-geared Rudge tricycle. In some cases there are three or four bearings to the main axle. In this case there is a bearing on either one or both sides of the central-gear box and one near each end of the axle. This enables a very light axle to be used without danger of the tension of the chain causing it to spring or bend.

I do not think it worth while to attempt to describe the methods of attaching the bearing cases to the frame, as each maker has his own way of doing it, and a detailed description would be confusing beside tiresome.

Of frames in general it may be said, that the first requisite is rigidity. Unless a frame is rigid the different parts of the machine are not held in their proper relative positions, and the machine sways and springs, and axles and cranks jam in their bearings, and the rider's power is wasted in overcoming extra friction. A frame may be strong and yet not be rigid, and this is apt to be the case when the tubing of which the frame is made is of too small diameter. If when standing on his pedals *with the machine in motion* the rider can make the frame spring and give, perceptibly, the machine is not rigid enough for him. If the machine is at rest, a strong man can make nearly any frame spring perceptibly, so that is not a fair test.

I have not attempted to take up racing machines or machines of which only one or two specimens can be found. I have only dealt with types in general use. Makers are continually modifying and lightening their machines; and what would be a machine in general use now, and considered one of the best, will very possibly be out of date in twelve months.

L. E. E.

#### The C. W. A. Meet.

THE programme of the third annual meet and races of the Canadian Wheelmen's Association has been issued. As already announced, the meet will take place at Woodstock, Ontario, on Wednesday, 1 July, Canada's national holiday. Our Canadian cousins deserve the greatest credit for the very excellent programme of attractions which they have

provided for the day. In fact, the length and variety of the list of races, with the splendid value offered in prizes, is little short of wonderful, when we consider that Woodstock, is, comparatively speaking, a small place, and the C. W. A. an organization of less than a thousand members.

Special efforts are being made to attract American wheelmen, and we confidently hope that a goodly contingent will cross the border to test the proverbial hospitality of our Dominion brethren. Our racing men will also find it to their advantage to seriously consider the advisability of a trip to Woodstock on the 1st. The track is an excellent one of asphalt, level and smooth, and we are informed, under favorable conditions as to wind, very fast. Ross, Lavander, Clarke, and other Canadian racing men, will be present to contend for the Dominion championships, and are extremely anxious to measure strength with our best men, in the three events open to them. In the list of races which we publish below, it will be seen that the Canucks have with commendable generosity offered their best prizes for the three events open to their Yankee cousins. Every effort will be put forth to make the visit of Americans pleasant. The town is well supplied with good hotels, and the citizens go to extreme lengths in showing courtesy to wheelmen. Good roads and pleasant runs, amid a picturesque and a prosperous agricultural counties abound in every direction around Woodstock. Arrangements are being made to have a special train of Pullman and baggage coaches leave Woodstock at midnight of the first, arriving in Buffalo in time for early breakfast on the following morning. Western wheelmen on their way to the L. A. W. meet, can come via Woodstock, and almost at one cost, do the two events. American wheelmen living east of Buffalo, can, by starting one day earlier, visit Woodstock with little difficulty, as arrangements have been made to enable them to purchase tickets on the special train for the single journey at proportionate rates. Going to Woodstock, all railroads in Canada issue tickets on the first at special reduced figures.

The annual meeting of the association takes place at 10.30 A. M.; at 1 P. M. a grand parade of all wheelmen present will start from the Market Square, for the Race Park. The races commence sharp at 2 P. M.

#### OFFICERS OF THE DAY.

Referee — Burley B. Ayres, of Chicago.  
Judges — Horace S. Tibbs, of Montreal, President C. W. A.; Leland O. Howard, of Washington, D. C., President Capital Club; Will C. Marvin, Ovid, Mich., Editor Western "Cyclist."  
Timekeepers — H. Ryrice, of Toronto; C. H. Hepinstal, St. Thomas; S. G. Retallack, Belleville.  
Scorer — W. Kingsley Evans, London.  
Starter — J. G. Hay, Woodstock.  
Clerks of the Course — J. H. McLeod and E. W. Nesbitt.

Marshall of Parade — W. A. Karn.

#### PROGRAMME.

1. For best representation of any visiting club. Presented by J. F. O'Neill of the O'Neill House, handsome clock, \$40.
  2. Two mile green race, on road machines. First prize, silver cup, by Holtby & Crawford, \$20; second prize, rattan chair, by Hay & Co., \$15.
  3. Half mile dash. Gold and silver medal, \$30.
  4. One mile, championship of Canada. Gold medal, \$50.
  5. One mile. Tricycle championship of Canada. Gold medal, \$50.
  6. Five miles. Open to the world. First prize, gold stop watch, \$125; second prize, diamond pin, \$25.
  7. Half mile without hands. Gold and silver medal, \$20.
  8. Three mile record race. First prize, silver stop watch, \$40; second, silver medal, \$20. A fine gold watch will be given if 9.10 is beaten, value, \$75.
  9. Ten miles. Open to the world. First prize, silver tilting pitcher, \$65; second prize, silver cup, \$20.
  10. Two miles, barring Lavander, Ross, Davies, Clarke, Campbell, Doolittle and Lowe. First prize, silver watch, \$30; second prize, silver timer, \$15.
  11. Five miles. Championship of Canada. Gold medal, \$50.
  12. One mile. Safety bicycle race (Star machine barred). Gold medal, \$30.
  13. One mile. Open to the world. First prize, silver stop watch, \$40; second prize, gold chain, \$20.
- No 6, 9, and 13, open to all amateur wheelmen in the world. Entries close 29 June, and must be sent to D. A. White, Woodstock, Ont., with entry fee of fifty cents, which is returned to actual starters.

#### From Chicago to the Buffalo Meet.

ARRANGEMENTS have been made for the following trains to the Buffalo meet from Chicago: —

30 June, leave Chicago at eight o'clock P. M., Atlantic express of Michigan Central Railroad; arrive at Buffalo, three o'clock P. M., next day. This will be a good train to take where one has time.

1 July, leave Chicago 4.15 P. M., limited express of Michigan Central, arriving at Buffalo next morning at seven o'clock. This train has limited accommodations and cannot carry more than fifty of the party. The "Big Four" party will take this train, also the Chicago Bicycle Club. Those who cannot secure accommodations on this train will take the Atlantic express in the evening, which will arrive in Buffalo at three o'clock next day. This will be too late to attend the business meeting of the L. A. W., but will be in time for the L. A. W. parade and other events, including races.

Wheelmen intending to visit Buffalo will please engage of the city passenger and ticket agent of the Michigan Central

Railroad, corner Clark and Randolph streets, berths in sleepers for Buffalo on any of above trains, by sending in three dollars, price of berth. Wheelmen passing through Chicago are strongly advised to do this as better accommodations will be secured and careful handling of wheels. By consulting with station agents at points outside of Chicago, reduced tickets can be secured from those points to Buffalo and return over the Michigan and Central Railroad. No other route should be taken.

B. B. AYERS,  
152 S. Hoyne avenue, Chicago.

#### In the Bicycle School.

THE main underlying idea which it is most difficult to engrain upon the bicycle pupil's mind is that he must look where he's not going. The explanation of this principle, which is the most awkward thing he ever attempted to put into practical operation, is, first, that he's always going wrong, and second, he erroneously looks that same way.

The effect is that when a post looms up in the distance, apparently occupying the whole end of the room, he looks at it steadily, and the more steadily he looks at it the more quietly and innocently that post stands there. The attraction between the two grows greater, and the instant the two get within arm's length they embrace each other as lovingly as a long separated lover and sweetheart. Now the eyes not infrequently get the youth in trouble, and in this case he should have been looking elsewhere, and not at the post, but away from it, one side of it: and as he passed on, around it, so to speak. But a youth's a youth anywhere, and its just as hard for a youth on a machine to look and steer around a stray pillar as it is for him to look around his best girl on the street or shoot a bullet around a hill.

But "Professor" Titus has resorted to a little practical device which promises great assistance in establishing this "look around" principle. The other day he got a little piece of chalk, descended to his hands and knees and traced a white line all around the room, which the novice, who had been severely testing his ingenuity and ability as a teacher, was to rivet his eyes upon, the idea being that this would prevent his attention from being diverted to windows, posts and other immovable objects.

"I'll tell you what suggested that to me," said Mr. Titus. "If you take an old hen, lay her down on her side, stretch her neck out on the floor, and then draw a chalk line two or three feet long out from the end of her bill, she'll lie there still, looking at that mark, till she starves to death. I used to have a good many chickens to kill at home in Camden, and this was how I got them to lie still while I chopped their heads off. Here," he cried to the pupil having finished the line, "get on. Try and follow that mark, and see if you come as near wrapping your neck around the post as you



did the last time." The pupil mounted with the assistance of the window sill, and went around first rate, and Mr. Titus intends to have a white stripe painted around the floor. — *Philadelphia North American*.

### CURRENT CALAMO

AN attempt is being made to have all the bicycle houses close at 2 P. M. Saturdays during the summer months.

THE League uniform is a success. It looks well, and will wear well. We think it may be a trifle heavy for mid-summer wear, but that is not yet shown.

WE received a call this week from Mr. I. H. Block, of St. Petersburg and Moscow, the leading cycling house in Russia. The WORLD will go to Russia weekly after this.

BOSTON wheelmen will get low rates to Buffalo, and can have a choice between two roads. The Boston and Albany road has agreed to furnish a baggage-car for free transportation of wheels to the Buffalo meet, will side-track the same at Boston and Buffalo, place the car fully under the control of the wheelmen, and will sell round trip tickets for \$10.88, and, if desired, will furnish a parlor car for an extra charge of \$1 or \$1.50 a man. The West Shore road will carry wheelmen at reduced rates, and the tickets can be used to go to Niagara Falls. By presenting membership tickets at the offices of the West Shore road at Boston, Fitchburg, Greenfield and North Adams, League members will receive reduced rate tickets and free transportation for their wheels.

ON the afternoon before Decoration Day, at 5 P. M., Sam Berry, Jr., and E. J. Runyon, of the Elizabeth Wheelmen (N. J.) started to make a hundred miles within twenty-four hours. At five o'clock the next day they finished, and the cyclometer registered one hundred and five and three quarter miles. The last three hours of the run they had been obliged to ride through the rain. They rested but forty-five minutes. Their actual riding time during the twenty-four hours, was twelve hours and forty minutes, making their running rate eight and one third miles an hour.

ON Wednesday evening, 10 June, Mr. Charles Zacharias, of the firm of Zacharias & Smith, Newark, N. J., and Mrs. Adelaide Marsh of the same place, both clad in cycling costumes, he mounted on a bicycle, she on a tricycle, rode up to the residence of Rev. F. B. Pullen in East Orange. There they found a company of friends, in whose presence they were married, and then the young couple mounted their wheels, and started for a ten-days' wedding tour over the good roads of Pennsylvania.

SAMUEL T. CLARK & Co., of Baltimore, are about to make a change in their business, and are closing out ma-

chines at very low figures. This will present an opportunity to get good machines at very low figures. See advertisement.

HUNTER has got two shares in the Pope cup.

OUR editorial position in regard to the change of League date, is about to be justified. It will not be hard to count the number that will go to Buffalo from Boston.

THE Albany railroad officials do not like to accommodate wheelmen who wish to train twenty miles out by rail, and ride back to the city; for, on their short routes, the baggage car facilities are limited; but they offer good inducements to tourists, and claim that no road shall outdo them.

SUBSCRIPTION price for the *Wheel World*, the English illustrated monthly, is \$1.75. See list of publications.

WE are in receipt of a letter, dated from the Cunard steamer "Scythia," announcing the arrival of Mr. J. S. Dean ("London W."), one of "The Fortunate Five" American tourists who visited England in 1880. Mr. Dean is going to stay some time in England, and we shall doubtless see him ere long in London. At present he is spending a few days in Bradford. All who met him on the occasion of his last visit will extend a hearty welcome to this representative American cyclist — *Tricyclist*, 5 June.

### The Hygienic Saddle.

Editor *Bicycling World*: — I notice in the WORLD for 12 June, an article regarding my saddle, signed "M. D." With respect to the objection he makes, I have only this to say, that I find two distinct classes of riders. One class wants a saddle low behind and the other requires that the saddle be low in front. The regular pattern of saddle sent out by us is a compromise of both these views and has met with general satisfaction. But where a party wants a saddle of the extreme pattern in either class we are always ready to furnish saddles to suit his individual taste.

If "M. D." will write us, we will furnish him with a higher backspring, which will remove the objection he makes. Please make mention of these facts in your next issue and oblige.

T. J. KIRKPATRICK.

### EXOTICS

P. H. WATERS won the annual one hundred mile road race on the London to Bath road, 25 May, in 7:33.43. The previous winners have been: —

1877.. June 21.. C. Walmesley..	8 23 30
1878.. June 10.. F. E. Appleby..	7 18 55
1879.. June 2.. A. H. Koch..	8 57 55
1880.. May 17.. A. D. Butler..	12 2 0
1881.. June 6.. L. B. Reynolds..	7 55 0
1882.. May 29.. H. R. Reynolds..	7 26 0
1883.. May 14.. H. R. Reynolds..	7 28 0
1884.. June 2.. G. F. Beck..	8 26 40
1885.. May 25.. P. H. Watson..	7 33 43

SANDERS SELLERS won a five-mile scratch race at the meet of the Barrow Club, 30 May, in 16.54.

DUNCAN and DeCivry, of France, announce in the *Veloceman* that they will attend the Springfield meet.

NIXON makes a challenge for the longest race on record when he offers to race any man, on a medium weight tricycle, from Land's End to John O'Groat's, a distance of some 1,400 miles.

STEVENS is making good progress. Writing to the *Cyclist* under date 26 May, from Munich, he refers to the maps which "Faed" forwarded there, together with the photograph taken on Barnes Common by C. W. Coe, and says: "I think the photograph is very good, especially yourself and Fox; I myself am up in the sunlight rather too much, but it is very good. . . . I find the German roads far inferior to those of England and France, being pretty well covered with loose stones, and none too smooth, but they have the merit of hardness as a redeeming feature. I remained one day to see the magnificent Art Gallery, King's Palace, etc., of Munich, and this evening feel well repaid for the delay. I steer for Vienna to-morrow morning."

### RACING NEWS

INDIANAPOLIS, 8 and 9 June. — The annual meet of the Indiana State Division L. A. W., began on the Exposition Grounds, at Indianapolis, 8 June. The track was heavy and the attendance good. The results: —

*Three Miles*. — N. H. Van Sicklen, Chicago (1), 10.08; John Nicholson (2). *Half Mile, Boys*. — Ray Caylor (1), 2.03; Arthur Dickson, city (2).

*Half Mile, 2 in 3*. — N. H. Van Sicklen, two straight heats (1), 1.30, 1.34; Wilbur F. Knapp, Cleveland (2).

*One Mile, Professional*. — John Brooks (1); W. M. Woodside, Chicago (2).

*Tricycle, Half Mile*. — A. E. Pattison, Boston, 2.05; C. F. Smith, city (2).

*Two Miles*. — N. H. Van Sicklen, Chicago (1), 8.35; W. F. Knapp, Cleveland (2).

*One Mile, Indianapolis Club Championship*. — W. F. Woehert (1), 3.40; Joshua Zimmerman (2).

*One Wheel, Half Mile*. — Prince Wells, Louisville, 2.50.

*Half Mile, Hands Off*. — L. M. Wainwright, Noblesville (1), 2.48; W. G. Erwin, Columbus (2).

*One Mile, 3.30 Class*. — E. H. Wilcox, Chicago (1), 3.35; L. M. Wainwright, Noblesville (2).

### SECOND DAY, 9 JUNE.

*Ten Mile, Professional*. — Woodside, of Chicago, and Brooks, of Pennsylvania, contestants. Woodside won in 32.30 $\frac{1}{2}$ , and was presented with a miniature bicycle, on behalf of the Indianapolis Club, by Miss Juna Robinson.

*Five Mile, Schedule Race*. — E. P. Baird, New York, and N. H. Van Sick-

len, Chicago, contestants. Van Sicklen (1), 17.27 $\frac{1}{2}$ .

*One Mile*. — Wilber F. Knight, of Cleveland, and Van Sicklen, of Chicago, were the only contestants, the latter winning in two straight heats. Time, 3.20, 3.05.

*Championship of State*. — L. M. Wainwright, Noblesville, W. F. Woehert, N. G. Irwin, and S. P. Hollingsworth, Hollingsworth (1), 3.14 $\frac{3}{4}$ ; Wainwright (2).

*Three Mile*. — E. P. Baird and Van Sicklen contestants. The latter was the winner. Time, 10.4 $\frac{3}{4}$ .

*Quarter Mile*. — E. N. Wilcox, Chicago; W. F. Knapp, Cleveland, and L. M. Wainwright, contestants. Knapp was an easy winner. Time, 42 $\frac{1}{2}$ .45.

*One Mile, 3.15 Class*. — Baird and Wainwright contestants. Baird winner. Time, 3.21 $\frac{1}{2}$ .

*Two Mile, Professional*. — Woodside and Brooks contestants. Woodside winner. Time, 6.11 $\frac{1}{2}$ .

SALT LAKE CITY, 30 May. — *One mile heats*. — Wm. Wood, 3.03; Jos. Wood, 3.12 $\frac{1}{2}$ ; Finley Brooks, 3.18 $\frac{1}{2}$ ; C. E. Johnson, 3.39.

MONTREAL, 6 June. — Games of the Montreal A. A. A. *Three Mile Race*. — G. S. Low, 208. (1), 11.57; W. G. Ross, scratch (2), 12.25; J. T. Gnaedinger, 608. (3).

NEW YORK, 13 June. — N. A. A. A. A. championship. *Four Mile Race*. — A. B. Rich (1), 14.2; L. Kolb (2); E. A. Hoffman, Jr. (3).

NASHVILLE, 10 June. — The first day's races in the Nashville tournament, occurred to-day. The first race was a half-mile dash between De Talbot, Clarence and Henry Harting, three members of the Nashville Bicycle Club. The first named wheelman made the quarter in fifty seconds, and the mile in 1.49, Mr. Duncan coming in a good second.

The second race was a two-mile handicap between John S. Prince and W. J. Morgan, the latter being allowed one hundred and fifty yards start. Prince won the race by a foot and a half, the time registered at each quarter being as follows: 52 $\frac{1}{2}$ , 1.45, 2.36, 3.32, 4.22 $\frac{1}{2}$ , 5.14, 6.04 $\frac{1}{2}$ , 6.55.

The third race was not very interesting on account of the Horse "Mollie" being slow. This race was half mile heats, the best two out of three to win. Morgan won the first heat easily in 2.07 $\frac{1}{2}$ , and the second in 1.55, the mare being ruled out because her driver ran her at full speed the last eighth.

The most interesting event of the day was the five-mile dash between John S. Prince, on his bicycle, and the trotting horse "Robert Fulford," driven by Capt. S. C. Black. The wheelman kept lagging behind from the first to the beginning of the ninth quarter, when he went spinning ahead, winning the race easily, with an eighth of a mile to spare. "Robert Fulford" was pretty badly blown. The time was registered as Prince made each half mile, and was as follows: 53 $\frac{1}{2}$ ,

1.46, 3.34, 5.20, 6.04, 7.50, 9.42 $\frac{1}{2}$ , 10.39 $\frac{1}{2}$ , 13.40, 15.36 $\frac{1}{2}$  and 17.05.

THE New York Division, L. A. W., has granted the Fort Schuyler Wheelmen, Utica, N. Y., the three-mile State championship to be run at their tournament, 30 June and 1 July.

THE fifty mile road race, to be given by Mr. Comee of the Boscobel House, will take place 27 June.

A FIVE mile and a one mile race is now being arranged between Woodside and Asa Dolph.

At the Alhambra Rink, Wheeling, W. Va., 2 June, Harry Norton won a bicycle race announced as for the championship of that city.

CHARLES F. HAVEN, of the Newton Bicycle Club, will be one of the contestants in the races of the Kings County Wheelmen, at Brooklyn, N. Y., next Saturday.

THE Chelsea city government has made an appropriation for races on 4 July.

### WHEEL CLUB DOINGS

THE Marblehead Club had a supper 12 June, at Odd-Fellows Hall, complimentary to Mr. Charles W. Fiske, a member of that club, who is to leave for the West within a few days.

A CLUB has been formed in Chicopee and Chicopee Falls, with a membership of twenty. F. L. Huckle is president; A. E. Taylor, vice-president; F. N. Field, secretary-treasurer; A. Burnett, captain; 1st lieutenant, F. M. Parker; bugler, D. M. Hawes.

THE Massachusetts Bicycle Club Corporation had a run Thursday afternoon of last week. Leaving the club rooms at 3.15, eighteen members, under command of President Henry W. Williams, went to the Woodland Park Hotel, Auburn-dale. At Newton, Col. A. A. Pope was called for and joined the party, leading the line. Dinner was served at about six o'clock, and was very enjoyable, most of the members being the old stand-byes of the club. A repetition of the run will be had at an early day.

MERIDEN (CONN.) WHEEL CLUB. — Officers elected 10 June: President, T. S. Rust; secretary, H. G. Miller; treasurer, J. E. Brainard; captain, Wm. Col. lins; 1st lieutenant, John F. Ives; 2d lieutenant, Lewis A. Miller; color bearer, Frank F. Ives.

### TO CORRESPONDENTS

C. E. JOHNSON. — We have put your name on our list.

S. A. MILLS. — We have not hesitated to express opinions. Consult files.

L. N. JESUNSKY. — Favor received. Thanks.

### FIXTURES

20 June: Races by K. C. W. at Brooklyn, N. Y. Three mile L. A. W. championship for 1885.

24 June: Interstate meet at Youngstown, Ohio.

27 June: Entries close for Buffalo Bicycle Club races for 3 July in connection with L. A. W. races and meet. Entrance fee, \$1.00 for each event. Entries should be made to Frank E. Drullard, secretary racing committee, Buffalo Bicycle Club, 82 Hodge avenue, Buffalo, N. Y.: One mile, tricycle, L. A. W. championship; one mile, bicycle, L. A. W. championship; one mile, bicycle, club championship; five miles, bicycle, professional; three miles, bicycle, L. A. W. members only; two miles, bicycle, open to amateurs.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass. Races at Akron, Ohio. Races at Chelsea, Mass. Races at Lynn, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

18 July: Annual meet of N. J. division, L. A. W., at Orange.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

13 August: Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**BICYCLES FOR SALE.** — One 50-inch Columbia, \$15; 52-inch, \$40; 52-inch Harvard, nickel-plated, ball bearings, \$75; 52-inch Premier, ball bearings, \$75; 54-inch Columbia, ball bearings, \$60; one Kangaroo, \$120; one '85 Victor Erike, \$125. Apply to EDW. P. BURNHAM, Fayette street, Newton.

**FOR SALE.** — One each, 46, 52, and 54-inch Standard Columbia; prices, \$58, \$70, and \$75, respectively; all half bright; good condition. A. M. SCHEFFEL, Easton, Pa.

**FOR SALE.** — At cost to us, 54-inch Yale Racer, \$75; 54-inch Expert Columbia, in good order, \$85; 50-inch Xtra Challenge, \$50. CAPITAL CYCLE CLUB, Washington, D. C.

**FOR SALE.** — One 51-inch Star, long dropped handle and break bars. For photograph and terms, address LOCK BOX 204, Williamstic, Ct.

**BICYCLES AND TRICYCLES.** — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor repaired. Machines received on consignment. BUTMAN & CO., 74 Tremont street.



# GEO. M. HENDÉE.

**FOR SALE** — One 36-inch Special Challenge bicycle; this has hollow forks, roller bearings, and is in excellent order; cost new \$70; price \$40. AMERICAN BICYCLE COMPANY, Springfield, Mass.

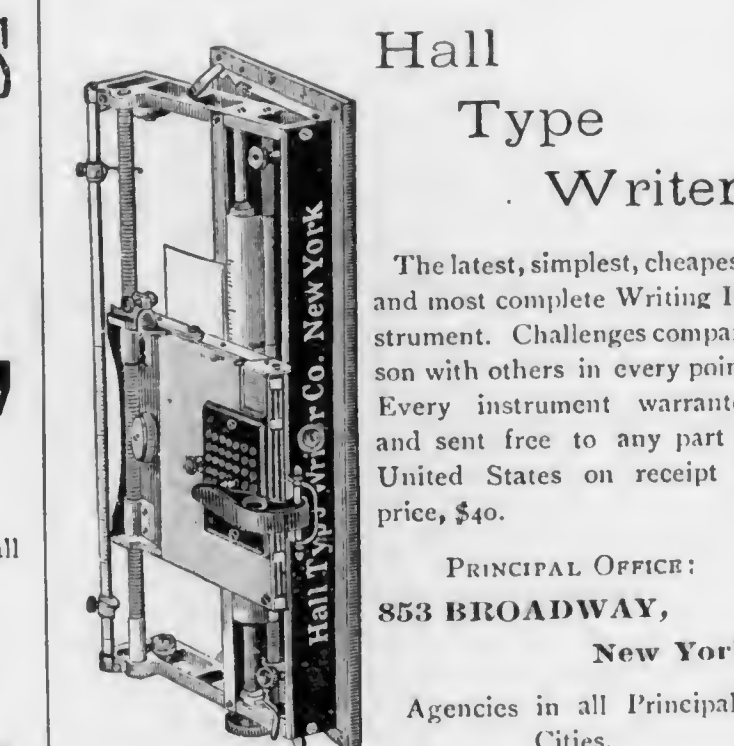
**SEND \$1.00 TO THE AMERICAN BICYCLE** Company, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9½, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

**FOR SALE** — A 54-inch Royal Mail Racer; this machine was used for the first time by Chambers, the English flier, last September, and is in excellent order; cost new, \$150; price \$115. **AMERICAN BICYCLE COMPANY, Springfield, Mass.**

**BICYCLES \$3 to \$160.** Tricycles \$7.50. Velocipedes \$3.80. Bicycles Columbia, Victor, Pacific, American Challenge, and other Bicycles sold on the installment plan without extra charge except for interest. Send for large, new illustrated Catalogue of Wheel Goods, including many novelties in sundries and particulars of our installment plan—of interest to every actual or prospective wheelman. Many in the Atlantic states are adding it to their interest to deal with us. Freights collecting. Second-hand wheels handled. **GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.** NOVELTIES IN SUNDRIES.

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W. I. HARRIS - - Sec. Mass. Division,  
P. O. Box, 1825, BOSTON.



1st. Silver Water Pitcher, \$65.  
2d. Silver Cup, \$20.

N. B. — A special train for Wheelmen, sleeping and baggage cars, will leave Woodstock for Buffalo at midnight.



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 Yours on the Wheel,

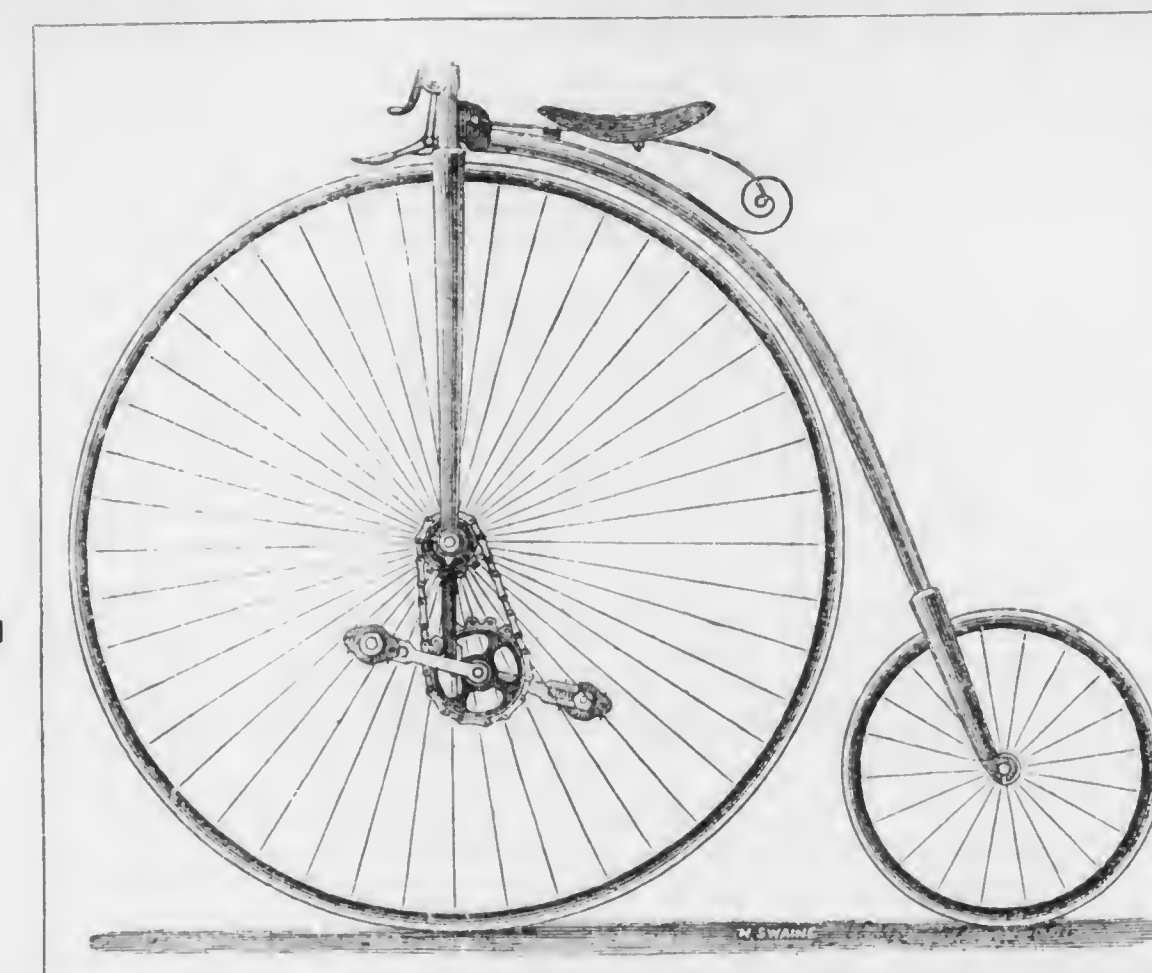
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TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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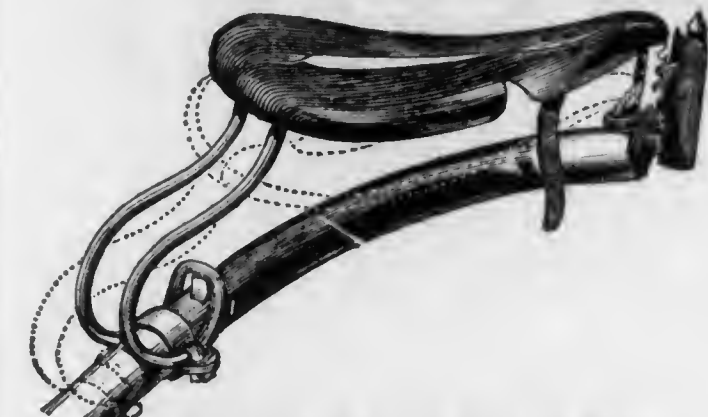
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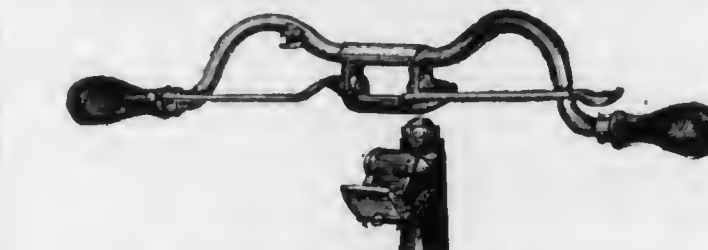
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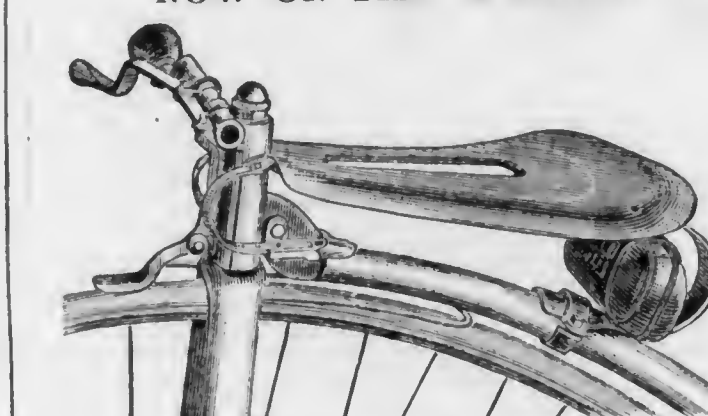
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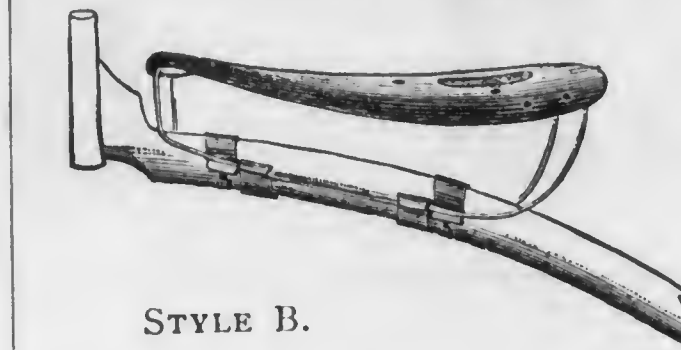


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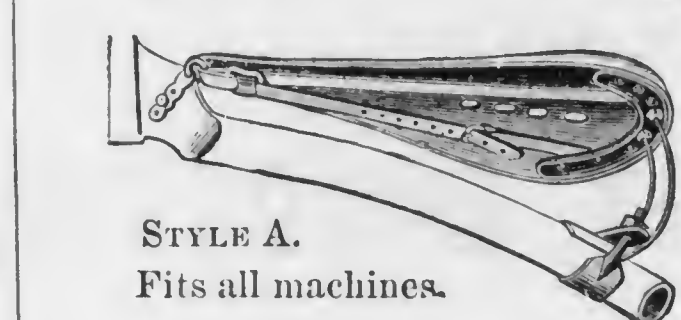
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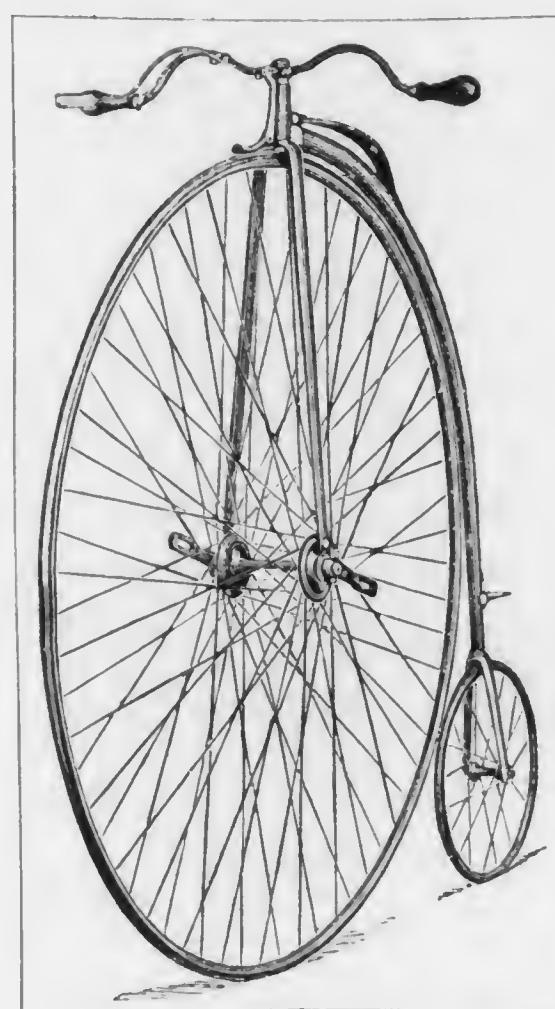
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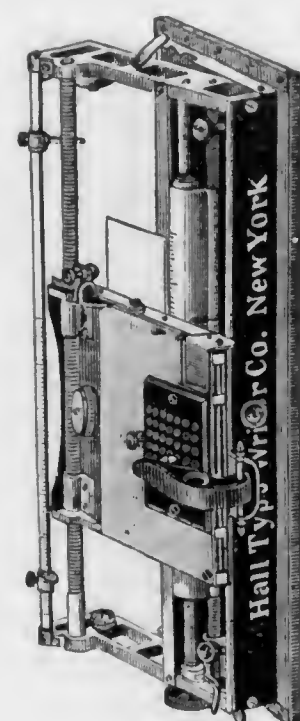
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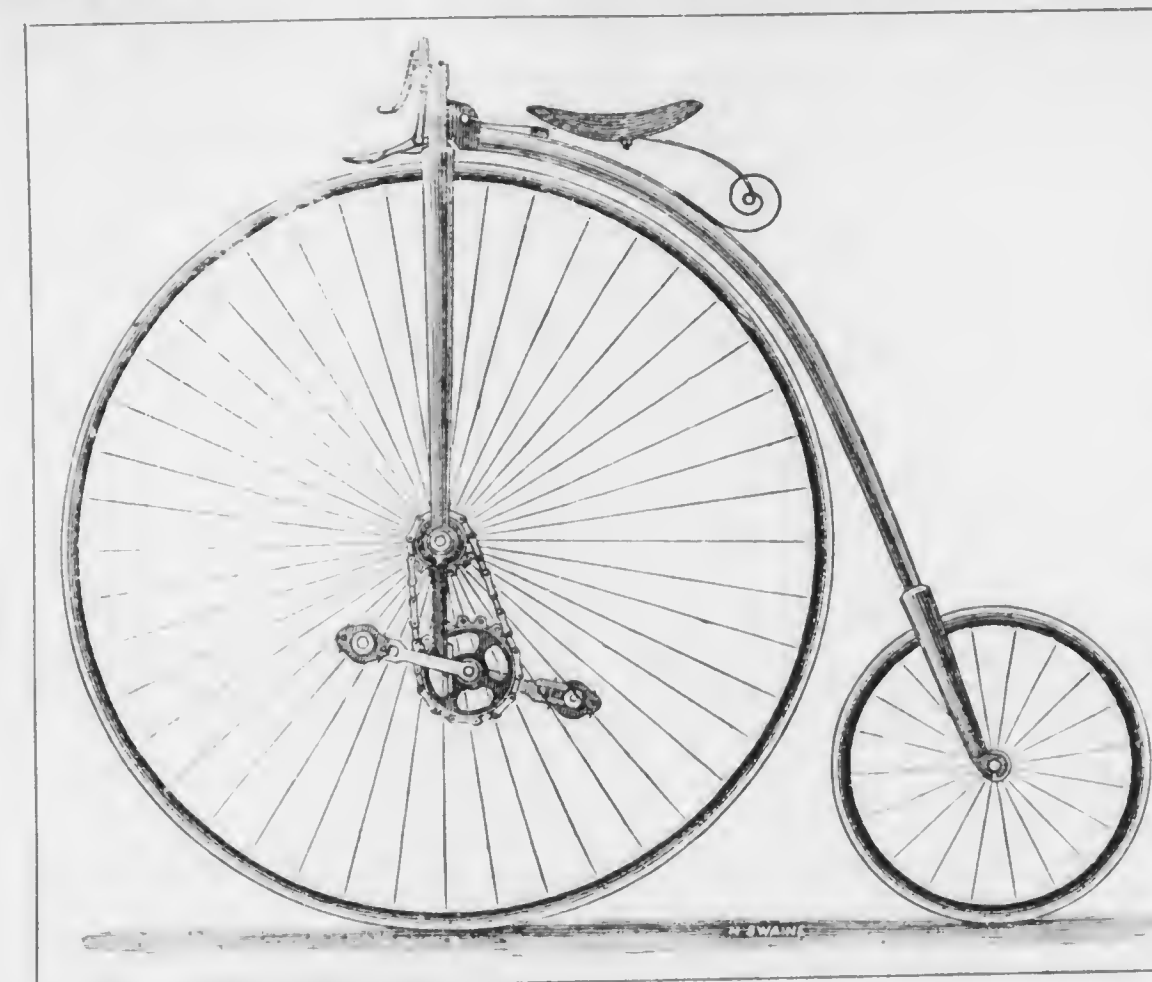
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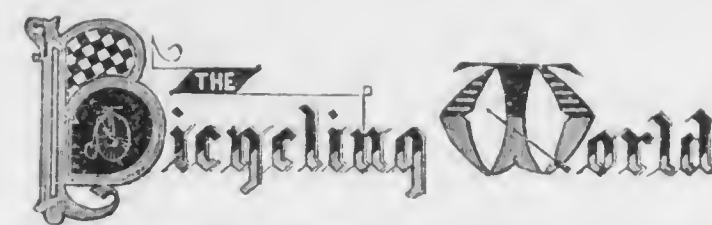
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 JUNE, 1885.

### THE AMATEUR RULE.

WHAT shall be done with the Amateur Rule of the L. A. W? That the present rule is inadequate to the purpose it would carry out, all will admit. We have outgrown it in its present form. Wheelmen may or may not have outgrown the underlying idea of the rule, but they certainly can give expression to the idea in better words. Two societies have found themselves in a similar situation to the League, and they have materially changed the form of the amateur rule. We give below the new amateur rules.

N. C. U., OF ENGLAND.

"An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration; nor knowingly competed with or against a professional for a prize of any description, or in public (except at a meeting specially sanctioned by the Union).

"To prevent misunderstanding in interpreting the above, the union draws at-

tention to the following explanation:—

"A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by—

"(a) Engaging in cycling, or any other athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money.

"(b) Competing with, or pace making for, or having the prize made by, a professional or person under sentence of suspension in public, or for a prize.

"(c) Selling, realizing upon, or otherwise turning into cash, any prize won by him.

"(d) Accepting, directly or indirectly, any remuneration from a cycle manufacturer, agent, or other person interested in the trade or sport, for cycle riding.

"NOTE.—The executive has the right to call upon any rider to remove by proof any suspicion of his infringing, or having infringed, the provisions of clause c, and the onus of disproving the charge brought against him shall in such case rest upon the person suspected; who, until he do clear himself to the satisfaction of the executive, may be suspended.

"Cycle manufacturers and agents, as such, are not to be considered as professionals, but are cautioned that to personally teach cycle riding as a means to effect the sale of a machine, will be taken as an infringement of clause a."

N. A. A. A. OF AMERICA.

"An amateur is any person who has never competed in an open competition, or for money, or under a false name; or with a professional for a prize, or where gate money is charged; nor has ever at any time, taught, pursued or assisted at athletic exercises for money, or for any valuable consideration. But nothing in this definition shall be construed to prohibit the competition between amateurs for medals, cups or other prizes than money."

To prevent any misunderstanding in reading the above, the association draws attention to the following explanations adjudications:—

An athlete has forfeited his right to compete as an amateur, and has thereby become a professional, by—

(a) Ever having competed in an open competition (i. e., a competition, the entries to which are open to all, irrespective as to whether the competitors are amateurs or professionals, and whether such competition be for a prize or not) in any athletic exercise over which this association has declared its jurisdiction.

(b) Ever having competed for money in any such athletic exercise.

(c) Ever having competed under a false name in any such athletic exercise.

(d) Ever having knowingly competed with a professional for a prize, or where gate money is charged in any such athletic exercise.

(e) Ever having taught or pursued as

a means of livelihood any such athletic exercise.

(f) Ever having directly or indirectly accepted or received remuneration for engaging in any such athletic exercise.

An athlete shall hereafter forfeit his right to compete as an amateur, and shall thereby become a professional, if, at any time after the foregoing definition shall take effect, he shall—

(1) Directly or indirectly receive payment for training or coaching any other person in any athletic exercise over which this association shall declare its jurisdiction.

(2) Directly or indirectly receive payment for services personally rendered in teaching any such athletic exercise.

(3) Directly or indirectly receive payment for services rendered as referee, judge, umpire, scorer, manager, director, or in any other capacity, at any professional exhibition or contest of any athletic exercises whatsoever.

NOTE.—Nothing herein shall be construed to prohibit the acceptance by any amateur of his necessary travelling expenses incurred by any referee, judge, umpire, scorer or starter, in going to and from the place of any amateur contest.

(4) Directly or indirectly run, manage, or direct for prospective profit any professional exhibition or contest.

An amateur shall not hereafter forfeit his right to compete as an amateur, and shall not become a professional, by—

(a) Receiving compensation for services rendered as ticket taker or ticket seller at any contest or exhibition of amateur athletics.

(b) Receiving compensation for services personally rendered as secretary, treasurer, manager or superintendent of any amateur athletic club.

(c) Receiving compensation as editor, correspondent, or reporter of, or contributor to any sporting, athletic, or other paper or periodical.

(d) Running, managing, or directing, for prospective profit, any sporting, athletic, or other paper or periodical.

(e) Receiving compensation for services personally rendered as official handicapper under the direction and authority of the National Association of Amateur Athletes of America.

(f) Receiving from a club, of which he shall be a member, the amount of his expenses necessarily incurred in travelling to and from the place of any amateur contest.

This association hereby declares its jurisdiction to extend over the following athletic exercises:—

1. Running (all distances).
2. Walking (all distances).
3. Jumping (of any character).
4. Pole leaping.
5. Putting the shot.
6. Throwing the hammer.
7. Throwing of weights.
8. Tugs-of-war (individual and team).

In the latter definition it will be seen that the association attends to its own



business strictly, and it is a fair inference from the text that a man can be a professional wheelman or polo player, and engage in the sports of the association. The N. C. U. applies its rule to any athletic exercise, and the question will naturally arise, What is an athletic exercise? We believe the English authorities do not include cricket among the athletic exercises, and for this we have never been able to see a good reason. The League has in its policy made the rule to apply to any recognized athletic sport, and they have recognized polo, baseball and others as such. We think the League has the most intelligent and systematic idea, but in many points the other societies have an advantage, for their rules are simpler, and say what they mean in language that cannot be misunderstood.

We are in receipt of a letter from a well-known wheelman, in which he says that it is unfair to place a rider on a light racing machine in competition with a rider on a roadster, and he suggests that the former should be handicapped. The suggestion is a good one in many ways. We can never have interesting races until we get a good system of handicapping, and it may be as well to handicap the machines as to handicap the riders. The objection to the proposition lies in the difficulty which the carrying out of the idea would involve. We have no good system of handicapping in America, and in the nature of things we cannot have. Our country is large, and our riders do not go into the business of athletics with the devotion that it obtains across the water, and consequently there is no permanency to their "form." We can readily see, however, that while there would be difficulty in having handicaps for machines, it would be much less than it is in the case of the riders. We would like to hear from the racing men on this point. Our columns are open for a discussion.

ADVICES from Birmingham, Ala., dated 17 June, state that the city council has passed an ordinance prohibiting the running of bicycles and velocipedes on the streets. There is considerable interest manifested by parties to have the ordinance revoked. What course the council will adopt is not known, but they will probably look into the matter within ten days. Here is a chance for the League.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### The Professionals.

*Editor Bicycling World:*—The many broad and generous letters which have appeared in recent issues of BICYCLING WORLD, from people who wish to see the two classes, amateurs and professionals, on a more equal and fraternal footing, meets with much favor by bicyclists seen by me on my travels. The most noteworthy of these letters was the one from the able pen of the Buffalo M. D. in your last issue, regarding contests between amateurs and professionals. The champion Prince, after reading the aforesaid letter carefully through, remarked with his usual candor: "There's a sensible bicyclist; would it not help the cause if a better feeling between the two factions, if similar views were adopted by the L. A. W. at their next meet? Nothing would give me greater pleasure than a race with my old pupils, Mr. Geo. M. Hendee, Eliot Norton, and the remainder of the fast ones." The question is bound to receive recognition at Buffalo in July, therefore, it behooves all fair and impartial members of the L. A. W. to give this important question a few moments of kindly thought before casting their votes. It is your wish, members of the L. A. W., to elevate and spread the sport of bicycling; then consider it your solemn duty to remove all obstacles to further your cause. One of your first thoughts, then, will be to remove any feeling of class or party; your aim is to be one grand combined movement, thoroughly democratic, in order to insure a strong rapid advance in the right direction. If this is your feeling, then use your voice and vote in favor of worthy professionals being admitted to the League. Remember professionals (racing men and fancy riders) travel over an immense area of territory, often going where the bicycle had before his visit been a stranger, and their first efforts, under your banners, must be productive of much good. All we ask and pray for, is an impartial and fair hearing. If our cause is worth gaining, it is certainly worth agitating. I don't wish to crowd the worthy editor of this paper with communications on the subject, but a line from any one to him pro and con regarding the subject, would no doubt be honored.

The Chicago *Sporting Journal* is working hard to have the subject brought prominently before western riders. The Springfield *Wheelman's Gazette* and the pioneer champion, the BICYCLING WORLD, have not forgot the cause of freedom, by any means. Let us be up and doing, brother professionals. Our craft at the present time can only be compared to the

rain-drop in the ocean, to what the glorious future will bring forth. Let us see to the work. SPOKES.

### C. T. C. v. L. A. W.

*Editor Bicycling World:*—In your issue of the 19th inst. there is a letter from Mr. H. S. Wood about the L. A. W. and C. T. C., which seems to have been written under a misapprehension as to the purposes and objects of those organizations. Both of them have for their sole object, speaking broadly, the *helping of cyclists*. The L. A. W. covers more ground, as it endeavors to regulate racing as well as touring.

The object of regulating is not to prevent racing or to forward it, but to offer members of the L. A. W. a complete and uniform set of rules by which races can be made comparable with one another. If the courses are not measured according to a certain standard, or if the men are started, sometimes with a standing and sometimes with a flying start, no comparisons are possible and no records can be made in one place which will hold good in another, because there is no recognized standard to compare them with.

The L. A. W. and C. T. C. both have, for part of their purpose, the erection of sign boards and danger boards, for the assistance of tourists of all nationalities, attached and unattached; also the obtaining reduced rates at hotels; also the protection and defence of their members against unfair legislation, or actual violence, or gross imposition of any kind.

Now, to me, there seems nothing derogatory to "a plain American" in getting these benefits from a foreign organization, if the native one does not provide them, and I can see no more reason why he should refuse to avail himself of the experience and power of a foreign club, than there would be in his refusing to ride an English machine if he thought it preferable to an American one, or refusing to learn a language, or drink a foreign wine.

The C. T. C. proclaims no "creed" "with the avowed intention to usurp the touring relations in America," whatever that may mean. Its purposes, whatever they are, can only be carried out by its members, and in case of oppression by the "mugwump Anglomaniacs," the chances are the latter would resign, or otherwise cease to be members, and the designs of the C. T. C. would come to a standstill. If all riders here refuse to join the L. A. W., that will drop to pieces also, and no matter what its designs, or laws, or rules may be, they will amount to nothing at all. As to the merits of the two societies, riders must be governed in this by what they want a society to do for them. I was a member of the L. A. W. for two years, and never saw anything done by it for wheelmen. There were no sign boards or hotel rates of which I could avail myself, and after a while, the League seemed

to have degenerated into a society for the support of its corresponding secretary, and I resigned. Since then I have seen no signs of progress in any part of the country I have ridden in, and consequently have never wished to rejoin. The C. T. C., on the other hand, has, in the two or three years I have belonged to it, increased its membership from 12,000 to 18,000, each month every member receives the *Gazette*, which is full of information as to roads, routes, clothing, machines, maps, etc., etc.; all sorts of matters, in short, which enable one to keep posted on current events.

I think American riders are the equals of any in energy, pluck, and manliness generally; but being fewer in numbers, and scattered over an area beyond all comparison larger, it is very hard for them to stand shoulder to shoulder,—for a rider in Massachusetts to feel that a rider in St. Louis, Denver, or San Francisco has a claim on him for help and encouragement.

In England riders are held together largely by outside pressure. There are so many small towns with little petty laws and rules which are imposed upon travellers, that all wheelmen are banded together for resistance. But in this country we have very little of that kind of annoyance. Lamps and bells are scarcely ever required; one can often ride on the sidewalk or on a railroad track, without being arrested; and, in fact, it may be said that we suffer very little from small restrictions, while, on the other hand, we are liable to have great disabilities imposed upon us in certain districts on account of local prejudices, which may be very strong, and there may be too few wheelmen in the place for public feeling to be roused in their behalf.

If the L. A. W. can help us, and the members take sufficient interest in wheelmen generally, to help and protect them, even if they are not members, then we will readily join it. If, on the other hand, it spends all its time and money on squabbles, and talk, and shows no signs of life outside of the newspapers, why then let us join the C. T. C. which will give us a good paper each month, even if we get nothing else. It does not seem to me a question of nationality, or politics, or anglomania, or Blainism or mugwumpism. It is not American *v.* England,—it is cyclists, shoulder to shoulder against the world. If all riders stand by one another, and agree to work together it will make little difference whether they belong to an American or a foreign League.

I do not believe that all the talk about "patriotism," "plain Americans," "country's camp," "opposing banner," and all that kind of misplaced school-boy oratory advances the cause of riders very much; while I do know that much has been done in England and on the Continent by the C. T. C., even though it is "foreign," and a "uniformed social fraternity and mutual admiration society"; and I do not think the L. A. W., during the same number of years, has done much of per-

manent advantage to either natives or foreigners.

There have been plenty of hard working self-denying men in the League, but they have not always pulled together, consequently a good deal of their work has been wasted. I see no patriotism in refusing to profit by the experience of others.

If an Englishman knows more about touring than I do, I feel no shame at asking him to tell me what I do not know already. In the same way I should not hesitate to help an Englishman who should ask me questions; and I doubt if any cyclist would refuse to help another, merely because he was of a different nationality.

At all events, let each man do what he honestly considers the best, and do not let us have any more "subsidized editorials," or any personal abuse, merely because a member criticises the League.

Why should not the League be criticised? Is it perfect? Does any sensible man suppose that to ignore the shortcomings of the League will improve it?

It would be equally sensible to expect to keep a house in repair by vowing that the roof did not leak, even though the rain were coming in at the time.

In a country so large and so thinly settled as ours, most of the work must be done by local or district organizations,—but all these should be so linked together by a common purpose that in case any adverse legislation like the law recently proposed in North Carolina, should be attempted anywhere, all the different local, State, or district organizations should instantly oppose it and be ready to assist to the utmost the organization, or wheelmen, no matter how few or how small in importance in the threatened district.

C. T. C., No. 12,567.

### Another.

*Editor Bicycling World:*—In a letter written by Mr. H. S. Wood, and published in your edition for 19 June, I find among other things the following: "To those who have carelessly joined the C. T. C. for personal, social, or other reasons not in consistency with loyal adherence to the principles of the L. A. W., etc."

How does he know what actuated us in joining the C. T. C., and by what right does he take unto himself the authority to dictate to his equals what they may, may not, should, or should not do?

Certainly, if I wish to join the C. T. C., and contribute my mite to its support, I bear the expense, and I am sure it takes nothing from the income of Mr. H. S. W., or the L. A. W. There are gentlemen who hold membership in both organizations, who are as loyal to the L. A. W. as Mr. Wood ever has been, or ever can be, and when he sets himself up as a dictator he will (I think), find himself sadly left, and occupying an unenviable position. If he takes this method to adver-

tise his book, I take it to be ungentlemanly and contemptible, and I feel confident his action will only knit the American Division of C. T. C. more strongly together. Let Mr. Wood first remove the beam from his own eye, and correct glaring faults in his L. A. W., then it will be time to remove the mote from his brother's eye. VINDEX.

### The Hygienic Saddle.

*Editor Bicycling World:*—I would like to express my thanks to Mr. Kirkpatrick for his offer to furnish a higher back spring for his saddle. I have, however, obviated the difficulty by shortening the saddle about one and a half inches. This can be easily done by any one who can procure a couple of copper belt rivets. The result is, that the back spring clip is brought higher up on the perch. The saddle is now horizontal, and is at the same time sufficiently large and sufficiently easy to merit the name given it by the manufacturer, of whose courtesy I should certainly avail myself, were I not already perfectly satisfied. M. D.

### Another Feminine Point of View.

*Editor Bicycling World:*—Your correspondent, "Daisie," condemns the tandem tricycle for ladies' use; her reason for this, a reason which offsets all its advantages of speed, weight, and ease of motion, in her mind, is simply and solely its appearance. "Mrs. Grundy disapproves." Fatal verdict! If we would induce our sisters to join the ranks of wheelwomen, and find health and pleasure in this delightful exercise, we must content ourselves with slow, heavy, broad machines, and Mrs. Grundy's smiles of approval. It is undoubtedly true, as "Daisy" asserts, that with ladies, speed can well be a secondary consideration; we can afford to sacrifice speed, if necessary; but can we afford to sacrifice, also, ease of running, lightness of weight, with our already inferior advantage of muscular strength and suitability of dress, as compared to our more fortunate brothers?

As for Mrs. Grundy, it may be necessary, for the good of our sex, to propitiate, rather than to ignore that tyrannical dame. But how shall we set about this somewhat difficult task? The progress of the world would manifestly cease were we always to give way before her prejudices and whims. No, there is no question about it; the old lady, plainly, must be educated. We know from experience that our taste, whether it be in dress, furniture, or houses, is a question of the training of the eye. It matters little how ugly or how grotesque a fashion may at first appear to us, by degrees the eye becomes so accustomed to the sight that we cease to especially remark it, and finally it not only loses all ugliness, but it becomes, for the time being at least, a standard of actual beauty to us. With this little knowledge of human nature, we can hope-



fully keep the tandem, with its immense superiority over the ordinary sociable, in spite of the fact that to some eyes (happily it is to some eyes only) its appearance is objectionable. To use your correspondent's phraseology, a few bold spirits lead the way, and the tandem will come in. For the benefit of the timid and doubting, I will add the result of experience and observation. I have ridden a Humber tandem many hundred miles with (it almost goes without saying) intense enjoyment, and I have failed to encounter any more comment or rude staring from the multitude than I did when riding the sociable. I am only one of ten ladies in this vicinity who ride tandems with either husband or brother or father, one of them a clergyman's wife, and as such the good opinion of society must be valued by her, and I believe they would all heartily indorse my statements. This I know, that it would take great outside pressure, now that they know its delights, to make them relinquish their tandems. I have no word to utter against the sociable, by itself considered. I spent many pleasant and useful hours upon it before the days of the tandem, and it is quite good enough for any who imagine they present a more dignified appearance in this mode of riding, and it is infinitely better than no machine at all if it comes to such an alternative; but the tandem will still remain in every way the more suitable ladies' machine for more reasons than have been noticed, and as any one can discover for herself should she have the good fortune to ride one. But whether it be the tandem or sociable or single, let all ladies who can, ride earnestly, and let them, for the welfare of their sex and the future healthfulness of the race, do all in their power to spread the glad tidings, and swell the ranks of the happy ones. MORRILL.

#### Notes by the Way.

IN casting about for things notable, it is profitable to go back to the past, and study the development of an idea in its growth to maturity.

MY mind goes backward, this week, to a time when the tricycle was not known in America, save as it was studied from the pictures which came to us from England, showing the machines made in that country, and from the inspection of a few which were imported by the more venturesome dealers in the cities.

I THINK Waltham must have the credit for introducing the tricycle to the roads of America, for the wheelmen of that city brought over and rode a number of Coventry Rotaries, with lever action, soon after they came out in England. This was the pioneer tricycle, and like the pioneer bicycle, we were indebted for it to James Starley.

SOON after this a rumor went about

that a Hartford stationer had made a tricycle that would astonish the world. It was said to be built on the lever principle, and the inventor had it in practical use in Hartford, riding about the city, going for his mail, etc.

THE next heard from this tricycle was the announcement that it would be made in England and America simultaneously. Singer & Co. were to be the English makers, and a company was to be formed in America.

THE outcome of all this was the Victor tricycle. After many experiments the lever machine was given up, not because the inventor had lost faith in it, but because the country called for a rotary action, and would look at no other.

I REALLY believe that Overman has an affection for his first baby now, and, sooner or later, we may see the lever machine on the market. I remember very well to have seen him ride close up to a curb eight inches high and stop the machine; then, by a strong effort, he drove the machine up the curb and on to the sidewalk. If any one would like to appreciate this feat, let them try this experiment with a rotary machine.

THE Victor came upon us like a revelation. It was the first American machine; it was graceful in form; it was light; and it ran easily. I remember very well the company that gathered at the Revere House to get a look at the machine. Every prominent cyclist in Boston, I think, must have attended the reception, and the verdict in its favor was unanimous.

ALL previous American efforts had been abortive. Down in New Haven a concern had turned out the American Roadster. This was built on the lines of the Humber, but the rider sat very high, and the axles were cranked. This machine was publicly shown at the League officers' meeting in New York, in 1881, when among the races was run a tricycle race, in which the American Roadster was used, but our riders never gave this machine a serious thought.

AND so I think I do not make a mistake in giving the Overman Wheel Company credit for the first good tricycle made in America.

THAT first tricycle has gone by now. The company and other makers have shown us better machines in many respects since then, but those who were then looking for a practical machine will remember with what favor they received the pioneer.

THINGS have changed greatly since then, but I do not hesitate to say that the

Overman Wheel Company has kept up with the procession.

I HAVE heard criticisms of the machines put out by this company, but I never heard any one who would say that the Overman wheels run hard. The makers seem to be able to blow the breath of life into inanimate metal, and there is a go to their wheels that few others possess.

I CONFESS to an early prejudice against the tricycle, but this was formed by my connection with the early wheels. I think the Victor exercised a potent force in disarming, not only my prejudices, but that of a large number of wheelmen who before that thought they saw in the tricycle a vehicle for the aged and decrepit only.

THAT "Seven Ages" poem would not have appeared in the WORLD had the author had a Victor. I think President Bates knows something about that poem, and I wonder if he would not like to alter the conclusion at this date:—

"Last scene of all,  
That ends this strange, eventful history,  
Is second childishness on the low trike,  
Sans strength, sans speed, sans skill, sans everything."

WELL, the Overman Company has not been content with its grand tricycle record, but they have gone further and given us a first-class American bicycle. This is rare fruitage among us, and introduces competition, that is always the life of trade.

THE record of the tricycle has been repeated with the bicycle, for it has caught popular favor, and the factory has been running night and day to fill orders.

THE company are quite elated at the records made on their machines. These records may mean little, or they may mean much; but in any event, I am glad to see that an American machine is grasping a few of them, and that the struggle is not wholly confined to English wheels. The Victor has wrested several American records from English wheels; and, more than that, it has captured some world's records.

METAPHORICALLY, I throw up my cap and give three cheers for Yankee makers.

A ROLLING stone, they say, gathers no moss. I don't know why it should want to gather moss, nor what it would do with it if the gathering took place; but I find that I gather in my rollings much that is more valuable than moss, for it does not incommode me, but rather whets my appetite for more diversion with objects  
BY THE WAY.

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Further proof of the Superiority of the "Kangaroo" over all other Bicycles as to speed as well as Safety is given by the position of its riders in all the races in which it is engaged.

May 9th.—Three Miles Scratch Race at Alexandra Palace. Engleheart First, "Kangaroo." Won very easily, all other riders using the ordinary Bicycles. (Nine starters.)

#### RECORDS.

	H.	M.	S.		H.	M.	S.
1 Mile (path)	0	2	59	10 Mile (grass)	0	40	30
3 " ( " )	0	9	49	100 " (road)	7	11	10

Opinions of the Press re Three Miles Scratch Race, May 9th.

"Engleheart, on a 'Kangaroo,' outpaced everybody, and simply romped away from his opponents against the hill and wind; in fact, he won comfortably."—*Wheeling*.  
 "The sensation of the week has been the victory in the Three Miles Scratch Race of the 'Kangaroo' Safety over all the big bicycles."—*The Cyclist*.  
 "Engleheart has done much to demonstrate what can be done by a Safety. He did well again on Saturday. It was a caution to see how he put the dwarf 'Kangaroo' past the big wheels at the Surrey, and again on Saturday, when the big wheels were all beaten easily. There is no doubt the 'Safety' is the machine of the future—provided machines are carried out on their present lines."—*Tricycling Journal*.

WM. READ & SONS, 107 Washington Street, Boston,  
AMERICAN AGENTS.

### THE FACILE

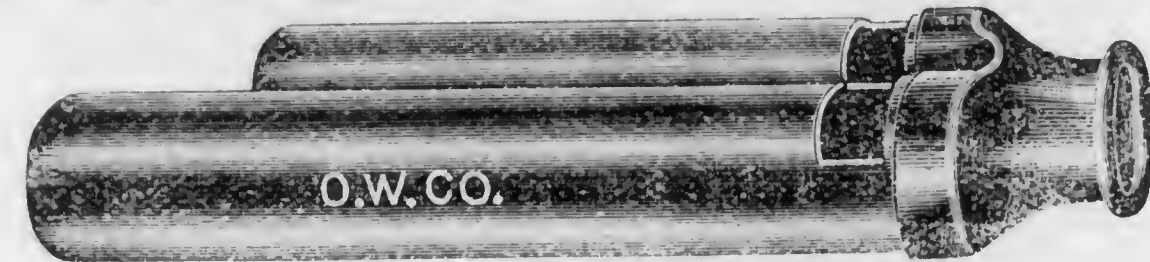
holds the following Road Records of the world:

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 Twenty miles.....in 3h. 15m. (51 miles actually).  
 Fifty miles.....covering 266 1-4 miles.  
 Twenty-four hours.....covering 924 miles.  
 Seven days.....covering 1,332 miles in 12 days, 20 hours.  
 The longest continuous ride.....

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.  
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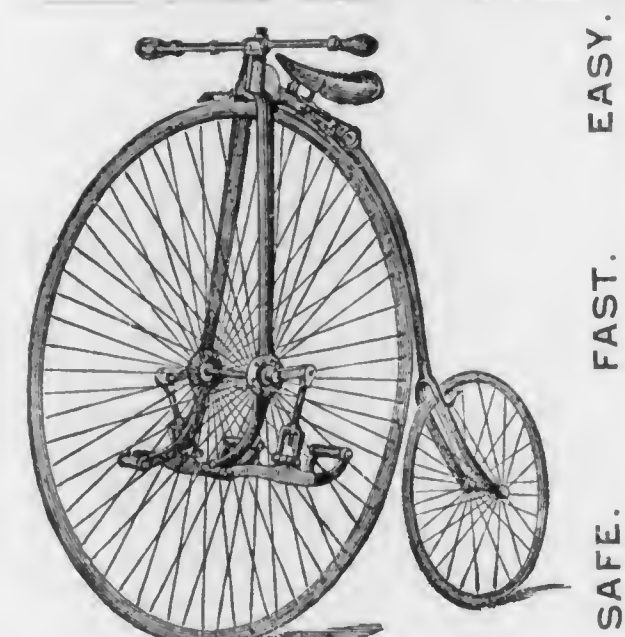
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When writing, mention this paper.

17th of June.

The day was one of unusual quietness in cycling circles. The rain of the morning caused a postponement of many of the proposed club runs. The Boston Club gave up its called run to Dedham, and instead the members made a number of short runs to various points around the city. Thirteen men only showed up for the four days' run of the Massachusetts Club to Portsmouth. They were as follows: Captain C. P. Shillaber, President H. W. Williams, George Main, H. E. Parkhurst, W. H. McCormack, of New York, E. R. Lowe, A. F. Webster, J. A. Chase, and C. H. Newell, of Pawtucket, and F. A. Elwell, of Portland, Me. Twenty-two members of the Cambridge Club rode to Downer Landing and returned by boat. The Charlestown Bicycle Club kept open house all day, and I was visited by several hundred wheelmen from Boston and suburban towns. The League of Essex County Wheelmen held a meet at Lynn, being the guests of the Lynn Cycle Club, on the occasion of its first anniversary. There was a turnout of forty bicyclists in the afternoon parade. Captain Emerson G. Gordon was in command, and after parading through Market, North Common, Western avenue, Franklin, Essex, Chestnut, Atlantic, Ocean, and Beach streets, the run was made to Nahant, where supper was had on invitation of the cycle club. The run home was made in the evening. The Maverick Wheel Club, of East Boston, ran to Nahant. The tricycle division of the Massachusetts Bicycle Club had their first all day run. The start was made from the clubhouse at about 10 A. M. At the Centennial House a stop was made, lemonade indulged in, and a good time generally for half an hour, with music to enliven the occasion. The Russell House, Lexington, was reached about 12.15, giving ample time to prepare for dinner. Mr. Albert S. Parsons piloted the party to the different places of interest about these historic grounds, including the Francis B. Hayes estate, and afterward entertained them at his house.

"The Capital Outing."

A NOVELTY in bicycling tours, bearing the above title, has been arranged by the Capital Bicycle Club for August and September, of this year. The originator of the plan is Mr. H. S. Owen, who is the fortunate possessor of a palace, castle, mansion, villa, or plain cottage, at Cottage City, Martha's Vineyard. About thirty members of the club will leave Baltimore, per steamer "D. H. Miller," 13 August, from Baltimore for Boston, spending a day, en route, in Norfolk, Va. Arriving in Boston on Sunday evening, they will, on the next day, ride to New Bedford and take the steamer for Cottage City, where, until 5 September, they will enjoy the hospitality of Mr. Owen. The usual variety of seashore amusements will be exhausted, and in addition, cycling

drills, races, dramatics, loafing, and all the other forms of relaxation in which the Capital men are proficient, will be indulged in. Their intention of "owning the island" may not be carried out literally, but their presence is likely to create some degree of interest among the summer residents, as well as the natives.

Early in September they will go by steamer to Portland, and wheel from there to Boston; thence via Worcester to Springfield, for the meet. Thence to New Haven, and by boat to New York, where, after a trip to Coney Island and other runs and excursions, they will take the train home. The trip will occupy about thirty days. The club dramatic association, glee club, and drill squad are in constant practice, and in all respects the trip bids fair to be one of the most notable cycling events, even in a season so crowded with them as 1885.

COLE DAY.

WASHINGTON, D. C., 21 June, 1885.

From a Feminine Point of View.

STILL wearily wearing the days away in my enforced outing, I enter one more point in favor of the tricycle in the journal of my wheeling experience.

A SEASIDE resort without the glamour shed upon it by the bright costumes of the city visitors, without the crowds upon the beach, the brilliant turnouts, the bathers, etc., etc., etc., is a dreary place indeed.

The season is not yet ripe, and those who try to taste the fruit must bow to the inevitable result which follows every indulgence in fruit in its incipency. This result follows as night the day, and is impressive in the ratio of the indulgence. In my own case, I am a prey to dreariness relieved only by the fun of an occasional inland run, which in turn magnifies the dulness by throwing it into sharp contrast.

OCEAN SPRAY is as yet a seed buried in the ground, but the hot summer days will soon warm it into life, and it will spring up a beautiful flower that all will admire. It is too early for bathing yet, and there is little society. Without my tricycle I should have the horrors.

THERE is little fun in solitude, unless you have agreeable company to talk it over with. That is an old proverb presented in a new form. The Irishman put it: "It's pleasant to be alone, especially when your sweetheart is with you." The solitude of a summer resort before the season opens, would form a topic for hours of conversation were the talkers to be found.

I AM often asked, "Why don't you keep a horse instead of a tricycle?" No, I thank you. For certain and sundry purposes the horse is a valuable animal,

but those certain and sundry purposes are not in the list of my requirements. Before I owned a cycle I was proud in the possession of a pony phaeton, with leisure to use it when I pleased, and in that direction dictated by my whims.

For a time I was enchanted. I drove here, there and everywhere, and I flattered myself that I was the happiest girl living. But alas for the things of this world! The novelty soon wore off, and I was brought face to face with the inevitable fact that I was paying a dear price for a very little pleasure.

I FOUND that I had an animal with desires and necessities more bountiful than my own. He must be well cared for, exercised and watched over. I had to drive out when I wanted to stay at home, and all because the horse must be exercised. I found myself a slave to a horse.

I SELDOM had company, and life was a burden without it. Time and time again I have thrown down the reins upon the back of the horse, and laid back in my seat thoroughly bored. And yet I could not escape from slavery until the horse was sold. No, I thank you! I have had my experience. I don't care to keep a horse.

WITH the cycle how different. There is an exhilaration about the riding that garnishes an excursion with extreme delight. Every stone in the road, every rut, every hill has its interest to keep the brain active and drive off ennui. One comes back thoroughly refreshed, and never knows a tired feeling that a night's rest will not banish.

I DO not pretend to be a strong rider, and I have no foolish ambition that leads me to climb every hill. I do not hesitate to walk up the steeper grades, and though it may excite comment from the lookers on, I get off, and push my wheel up with the feeling that I shall be in good condition for a coast. In my novitiate I must confess that riding was hard, but I had taken a leaf from the book of a friend whose experience told me to persevere, and I soon got over the dead centre of exertion, and arrived at a stage where it was no longer hard work. I am now almost a stranger to fatigue.

IN all my carriage experience I never arrived at a point to throw off the extreme lassitude and cramped feeling following a long ride.

I PREFER the tricycle.

I THINK there are times in every woman's life when she wishes she was a man. I doubt if many men wish to change their sex. I am not of a quarrelsome disposition, nor am I unduly belligerent.



erent, and yet there are times that I sigh for the physical strength of the sterner sex, for I feel that I could use it in a corrective and salutary way upon those who take advantage of weakness.

MANY and many a time I have been crowded to the edge of the road or into the gutter by beings erected in the stature of men, but with a brute's nature, who have found pleasure in passing as near to me as possible, and with no thought of the danger that would ensue from a collision. Such occurrences are more prevalent on Sundays and holidays, for then wild you men are let loose upon society, and liquor freely used makes them a dangerous element upon the highway. This state of society leads me to seldom ride without an escort on Sundays and holidays, and when I do go out, to select the less travelled roads, and religiously avoid the thoroughfares and roads to the beaches.

DAISIE.

#### London W.'s Letter.

THERE are unfortunately some Americans, or at least some residents of America, who either from a lack of culture and education, a narrowness of intellectual vision, or a determined prejudice, find it agreeable to their tastes to cast a stigma upon all who see anything to admire or respect in English institutions or customs. Far be it from me to make invidious comparisons between either the men and things of England and those of my own native land. Far be it from any American to fail to recognize everything that is good and worth being proud of in his own country. I can see in others, than my own kith and kin, those qualities which are entitled to my admiration and respect. I am glad to be free from narrow prejudices, to have sense enough to take advantage of the good things this world produces, and not refuse to reap the benefit of foreign ideas and commodities. The United States is eminently a cosmopolitan country, and goes into all the worlds for its people, and has the best of the world's productions. These few remarks are in a way explanatory of what will follow. From time to time, I shall write of things as they are, and as I know that there is much in England to admire, and that many of its cycling customs could be adopted by Americans with benefit, I expect to be called an "anglomaniac," and if I should show wherein some of our institutions are a failure, I shall, I presume, be dubbed by some narrow minded American a "mugwump" in addition. Let no man be so ungrateful to the land of his birth as to neglect it entirely. I should be sorry indeed if I did not have a due regard, and the greatest respect for our grand country and its grand people. On the other hand, I pride myself in being able to look beyond my own back yard. I could not help this feeling as I have written after reading that most contemptible fling at the C. T. C. in an otherwise creditable publication.

When I arrived here, a stranger in a strange city, I appreciated the value of the peerless organization of that association. I had but to refer to my handbook, and there I found the name of an hotel where I could be well accommodated at a stated price. I was without a suitable riding suit, but within the pages of the same book I found the name of one who was not only a tailor, but who could fit me out for the road; and again, I was not left to the tender mercies of a rapacious tradesman, but knew before I entered the shop what each required article would cost. Not this alone, but each yard of cloth, each stocking, everything in fact, was of a selected and guaranteed quality. And again, desiring to tour from one town to another, and being a stranger, unfamiliar with the roads, I was not compelled to inquire the way of stupid country bumpkins or uncivil strangers, but was furnished at an expense of a penny stamp, and the trouble of making the request with a carefully prepared route slip. And yet I, who, in common with some others, wish to see an organization with such capital method, and so liberal a policy succeed in America as an international cycling institution, am called an "Anglomaniac" and a "mugwump." Fortunately, I am so independent as to need no assistance from such jealous slanders, and can afford to laugh at their frantic efforts to put down an association that has lived and succeeded in spite of all opposition. I am going in a few days to Birmingham and Coventry, where I shall be in the centre of the cycling trade, and hope to pick up much that will be interesting to the readers of the WORLD. Up in this northern town there is little of interest, though there is a good park here where the local riders are wont to congregate. The most noticeable feature of the cycling I have seen is the prevalence of tricycles and tandems. Of this, more anon, when I have been farther south, where the sport is in a livelier state. Mark my words, that if the C. T. C. is not a success in the States, it is not because it is founded upon a poor plan, or because it does here less than it ought for the price of membership.

BRADFORD, ENG., 5 June, 1885.

#### To Buffalo.

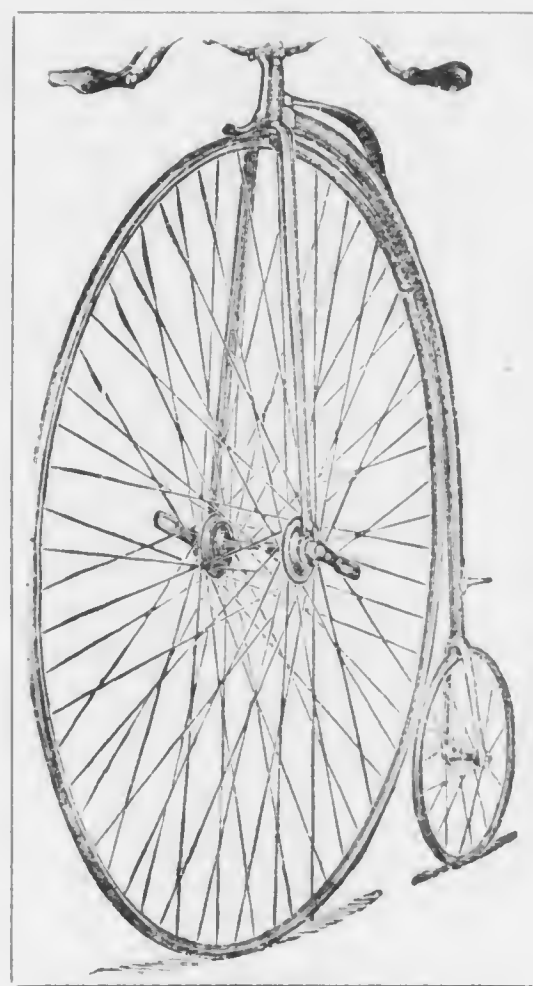
New England members of the L. A. W. intending going to the meet are informed that arrangements have been made with the Fitchburg and West Shore roads for transportation to Buffalo and return. The rates given include transportation of wheels. Tickets will read to Niagara Falls, and the rates are:—

Boston to Niagara Falls and return,	\$12 00
Fitchburg " " " "	11 00
Worcester " " " "	11 00
Providence " " " "	12 00
Greenfield " " " "	9 00
No. Adams " " " "	8 80

Tickets may be procured in Boston at

the West Shore office, 300 Washington street; at Providence, of W. H. Church, 5 Weybosset street; at Worcester, of G. Y. Lancaster, opposite post office, and of the station agents at Fitchburg, Greenfield, and North Adams.

#### MANUFACTURE



Apollo Light Roadster.

MANUFACTURED BY SINGER & CO., COVENTRY, ENGLAND. IMPORTED BY W. B. EVERETT & CO., BOSTON.

THE reputation of Messrs. Singer & Co., of Coventry, England, for quality of workmanship, led us to think that if this conservative concern would place a light wheel on the market it would be one that would compare favorably with any of our known light machines. With the advent of the Apollo our supposition has been fully substantiated; for in graceful lines, lightness and ease of running, it has never been surpassed. It is remarkably narrow in tread, being but eight and three eighth inches between extreme outside of cranks. In general specifications it is as follows: Backbone, slightly oval; forks elliptical with edges rounded, avoiding the weakness of knife-edged forks; rear forks, half hollow. Spokes, true tangent, put in individually and crossing four times, being tied at two points of contact. The hub flanges are deeply recessed, the outer edge of the flange being turned over, admitting the ends of the spokes which are headed and drawn out of sight. A piece of watch-spring is sprung into the groove covering the heads of the spokes, and leaving a particularly clean looking hub. The ends of the spokes disappearing in this way leaves one in doubt, at first, as to whether or no they are headed individually.

ually; but on removing the watch spring which is readily done with a knife, the large square heads of the spokes are revealed. The other end of the spoke is enlarged and threaded and turned into a small nut which turns like a swivel in the felloe. This admirable scheme allows the spoke to be tightened or replaced without removing the tire, which will readily be appreciated by those who have attempted replacing an ordinary tangent spoke. The rims are the deep section Warwick. Tires, seven eighths and three quarter red rubber. The handle bar long, hollow and gracefully cow-horned. Handles large horn. Bearings, Singer's single adjustable balls to both wheels. Cranks, five and three quarter inches, with an unusual long slot, allowing great adjustment. Pedals, ball bearing, either rubber or rat-trap, as preferred. Spring low, sliding, making the wheel very close built. Saddle, choice of almost any of the regular saddles in the market, although the Eclipse is usually sent. Tool bag, Handy or Buffalo, as preferred. Actual weight of fifty-inch, with saddle and pedals, thirty-five pounds; fifty-four inch, thirty-seven pounds; fifty-eight inch, thirty-nine pounds. The favor which this wheel has already met with among the wheelmen of our different cities proves that when better known it will stand as a rival for first place with the leading machines of the day.



The Buffer Saddle.

MANUFACTURED BY LAMPLUGH & BROWN, AND IMPORTED BY STODDARD, LOVERING & CO., BOSTON.

The latest put-out of Lamplugh & Brown, the well known English saddle makers, is the Buffer saddle, shown above. We have been riding the saddle some little time, and have given it a good test. We have found it an easy seat and a perfect fit. It has three points to adjust the tension, one at the peak, and two at the rear. The cut gives a good idea of

the saddle. At the rear the leather is carried over a cylindrical piece of rubber, which does much to make an easy seat.

#### The Trade.

LATTA BROS., of Friendship, N. Y., have issued a very fine catalogue of their new goods, including the Express and Pilot cycles.

THE Pope Manufacturing Company will present the winner of the Boscobel fifty-mile road race, which occurs on the 27th inst., provided he rides one of its machines and breaks the fifty-mile record, one of its new Columbia Light Roadsters.

THE Cunningham Company has suspended. The little affair with the United States authorities crippled them beyond recovery, and they have been obliged to submit to the inevitable.

STODDARD, LOVERING & Co., have sent us a set of photos of their various wheels which show the wheels to good advantage. Those who cannot see the machines themselves would do well to get a set of these photos, for they give a better idea than any wood cut possibly can.

THE Pope Manufacturing Company have a cartoon in the last *Wheelmen's Gazette*, showing the use of their machine as a roadster as exemplified by its participation in the various tours and long-distance rides. Thomas Stevens is shown in the centre on his trip around the world. The artist has taken a little liberty with facts in showing the start and conclusion of the Lawrence Club run at midnight.

BULL & BOWEN, of Buffalo, N. Y., have issued a neat thing in the catalogue line, for it combines with a list of goods and prices, a very complete and satisfactory road book of western New York.

MR. J. S. MURRAY, late with the Cunningham Company, will be found in future at No. 100 Sudbury street, where he will repair cycles, and also buy, sell and let the same. A riding school will also be established. The location is well down town, and will accommodate many parties who wish a handy place for repairs.

#### EXOTICS

LAWRENCE FLETCHER, who started to beat the tricycle record to John O'Groats, made the distance in 8 days 5 hours and 20 minutes, thus beating Nixon's time by 6½ hours (890 miles).

MARRIOTT & COOPER, having thoroughly tested their tandem (the Humber), and feeling convinced that for pace and ease of propulsion it is unapproached by any other, as a test for supremacy, will match two men to ride their tandem ten or twenty miles, against any other tandem, for £100 a side. The test to take place in six weeks after acceptance, and the riders named.

A MATCH has been made between Thomas Battensby, of Newcastle-upon-Tyne, and Joseph Grose, of Northampton, to ride one hour on Safety bicycles, for £15 a side, on the Crystal Palace track.

E. OXBORROW has taken the John O'Groats record on a Facile, having made the distance in 6 days 23 hours 10 minutes, beating J. H. Adams by 35 minutes. He was ahead of the record some hundred miles, but his wheel went to pieces and he had to telegraph for a new one. H. R. Goodwin started with Oxborrow, but was left behind, and latest accounts say he would probably finish in 7½ days.

#### CURRENTE CALAMO

##### The Cross.

(COMPOSED BY THE LATE S. CONANT FOSTER, and sung in his memory at the funeral service, held 10 March.)

Father, I kneel to Thee,  
Kneel and appeal to Thee,  
Bow'd by the cares and burdens of life;  
Meekly I pray to Thee,  
Asking the way to Thee,  
Seeking a rest and a shelter from strife.

Thoughts are distressing me,  
Sins are oppressing me,  
Darkness o'er shadows the path to Thy door;  
Lighten the way for me,  
Shed but a ray for me,  
Father of Mercy I kneel and implore.

Fly, O my doubting fears,  
See, 'tis a cross appears—  
High in the heavens it is flooding the night;  
Shedding a ray for me,  
Marking the way for me—  
Marking the way with a halo of light.

What is more beautiful?  
Come, ye undutiful,  
Those of ye torn by the pangs of remorse;  
Showing the road to you,  
Lifting the load from you,  
High in all glory is shining the cross.

Hasten, repenting ones,  
Come, ye relenting ones,  
Come, while the angels illumine the course;  
Waiting on high for you,  
Shining so nigh to you,  
Calmly is burning the light of the cross.

THE badge of the Buffalo Club shows a buffalo on a bat. Are we to infer that we must go on a bat when we go with the Buffalo Club?

MR. E. P. BURNHAM rejoices in the possession of a new baby—girl, ten pounds. In the exhilaration of the momentous event, he went out and made a quarter mile at the Reservoir, in 37s.

CHIEF LEAGUE CONSUL H. M. BENNETT, of Manchester, has called a State run of New Hampshire wheelmen for 4 July. The programme is to leave Manchester early in the morning by train for Epping; from there wheeling to Exeter and around the beaches to Portsmouth, and then home by train.

A LADY and gentleman were noticed



on a sociable, at the Reservoir, last Sunday, with heads frosted with no less than sixty-five years.

A COLLISION occurred at the Reservoir, on Sunday, between a bicycle and sociable. The bicyclist was stunned, and was brought to sensibility only after a deal of rubbing and bathing by Mr. and Mrs. Stall, who happened to be near by. A lady who saw the accident fainted away, and she had to be attended to. There was business on hand for a little while.

A COPY of the official programme of the League meet has been sent to every member of the L. A. W. It is a beautiful specimen of the printer's art, and contains all necessary particulars regarding the Meet.

THE Amateur Championship Meeting has formerly included two-mile and five-mile bicycle races for the amateur championships. This year the League of American Wheelmen took these races away, and threw the N. A. A. A. of A. a bone in the shape of this championship at an unusual and hitherto unclaimed distance. — *Spirit of the Times*. Our pugnacious and punctilious contemporary is wrong as usual, when it tries to talk of wheel matters. There is no truth whatever in the statement that the League gave a four-mile championship to the N. A. A. A. A.

THE *Wheelman's Gazette* suggests a few new candidates for the consideration of the officers at Buffalo: President, T. J. Kirkpatrick, Springfield, Ohio; secretary, Alfred Ely, Cleveland, Ohio; treasurer, F. P. Kendall, Worcester, Mass.

A VISITOR to New Haven would certainly get an idea that the wheelmen buy the Lillebridge saddle in gross lots. Scarcely any other saddle can be seen in the City of Elms.

NEW YORK wheelmen who intend to go to Buffalo from New York City, are requested to notify Mr. George R. Bidwell, 2 East 60th street, of their intention. The train arranged for, via New York, West Shore and Buffalo Railway, will leave foot of Jay street, N. R., and 42d street, N. R., at 6 P. M., 1 July, arriving in Buffalo at 6.20 A. M., 2 July. Tickets for the round trip, good to Buffalo, Niagara Falls, and return, will be sold at the reduced rate of \$7.50; Pullman sleeping car berths (if desired) \$2.00 extra. The above price includes transportation of bicycles free.

THE third annual meet of the Pennsylvania division, L. A. W., will be held at Scranton, Pa., on Thursday, 23 July, in connection with the second annual tournament and entertainment of the Scranton Club. The parade will start promptly at ten o'clock, A. M., under command of Chief Consul Eugene M. Aaron, from club headquarters, 121 Wyoming avenue; after which the annual business meeting of the division will be held at the Lackawanna Rink. The races will take place at the Scranton Driving Park, com-

mencing at 2.30 P. M. The entertainment at eight o'clock in the evening, at the Lackawanna Rink, will consist of competitive club drills and fancy riding, slow race, presentation of prizes, and other interesting features.

DURING the return trip of the Toronto (Ont.) Wanderers from Pickering, on 17 May, when two miles east of the Half-Way House, nine miles from the city, one of the riders broke his back wheel completely off. Not desiring to walk the remaining eleven miles, the machine was left at a farmhouse, and, with the aid of an adjustable step, one of the other riders carried the unfortunate rider on his back the whole distance into the city, keeping up with the remainder of the party most of the way, and surprising every one they went by with the strange sight of two riders on the one wheel.

*Harper's Monthly* has an article on Buffalo in the current number. Timely.

LONDON W. to the front once more.

THE Capital Club has laid out a tempting programme.

THE Cunningham Company will have the sympathy of all wheelmen in their misfortune. The pioneers in the wheeling trade, they have always held a proud position in the front, and they have given up the fight against fate only after a severe struggle for existence.

JUST received. A new lot of "Health on Wheels," "Guide to Bicycling," and "Cortis on Training." The former work has had a very large sale with us.

TOURNAMENT managers are still announcing "Record" races. The new Racing Rules provide for a "lap" race, which is a much better one than the so-called "Record" race, which was found to be unsatisfactory last year. One prize in the record race depended upon breaking a record, hence the name. The "record" race had better go.

## RACING NEWS

BROOKLYN, N. Y., 20 June. — Over two thousand persons witnessed the annual race meeting of the Kings County Wheelmen at the Williamsburg Athletic Grounds. Fully half the audience was composed of ladies who manifested great interest in the sport.

*Half-mile, novice.* — C. E. Kluge won first heat in 1.35½; F. B. Jones won second heat in 1.37; Kluge won final in 1.37; N. G. Barnard (2).

*Two-mile, handicap.* — A. B. Rich, scratch (1), 6.20; W. E. Crist, 15 yards (2); L. J. Kolb, 75 yards (3).

*Half-mile club, Novice.* — A. N. Canes (1), 1.39½; T. C. Crichton (2).

*Three-mile, L. A. W. Championship.* — A. B. Rich (1), 9.41; Geo. Weber (2); H. S. Kavanaugh (3).

*Three-mile handicap.* — C. F. Haven, 100 yards (1), 9.35; H. S. Kavanaugh, 35 yards (2). W. E. Crist barred for a foul.

*One mile, without hands.* — T. R. Finley (1), N. P. Tyler (2).

*Two mile, club.* — F. B. Hawkins (1), 7½; F. B. Jones (2).

*Ten mile.* — Geo. Weber (1), 35.9½; A. B. Rich (2); L. B. Hamilton (3); H. S. Kavanaugh (4).

BALTIMORE, 15 June. — Combined races of the Baltimore Wheelmen.

*One and one-half mile.* — J. C. Gugenheimer (1), 5.29; John Hanway (2) 5.32½.

*One and one-half mile dash, open to all.* — J. Kemp Bartlett (1), 4.52; J. W. Lord (2), 4.57; W. B. Brown (3).

*One and one-half mile, handicap.* — R. A. Whittingham, 20 sec. (1), 5.27; J. D. Lord, Jr., 15 sec. (2), 5.41½.

*One mile, novice.* — J. F. Baetjar (1), 3.32½; W. E. Sprigg (2), 3.34.

*One mile, handicap.* — S. H. Shriver and Jos. D. Chesney (1), 3.40; E. F. Le Cato and R. A. Whittingham (2), 3.41.

*One and one-half mile.* — W. E. Crist (1), 4.47½; W. B. Brown (2), quarter of a second behind.

*One and one-half mile, consolation race.* — L. J. Barbour (1), 4.53½; Phil. S. Brown (2), 4.54½.

PHILADELPHIA, PA., 13 June. — Sports of the Brigade N. G. P. One mile: C. B. Nicholas (1), 4.16½.

SWARTHMORE COLLEGE, 23 May. — One mile: T. M. Lightfoot (1), 4.4½.

BROOKLYN, L. I., 11 June. — Sports of the Adelpia Academy. One mile: G. Pratt (1), 4.2½.

BURLINGTON, VT., 6 June. — Sports of the University Vermont. One mile: Woodbury (1), 4.25. One-half mile: Woodbury (1).

POTTSTOWN, PA., 17 June. — A five-mile handicap race was contested. There were seven entries, handicapped as follows: J. Grant High, scratch; A. M. Scheffey, 2m.; J. C. Sotter, 2m. 30s.; John Kuglar, 4m.; Wm. E. Weber, 4m.; Geo. Arms, 4m. 30s.; Montgomery Muller, 4m. 30s., and Clayton Fink, 4m. 30s. The race was close and exciting, and the finish was as follows: Kuglar, first, 20.15; Arms, second, 20.47; Miller, third, 20.48; Weber, fourth, 20.19; Scheffey, fifth, 19.45; High, sixth, 18.17; High's time by miles was 3.28, 3.50, 3.51, 3.48 and 3.25.

ST. LOUIS, 7 June. — Sports of Missouri Athletic Club. One mile: Burt Spring, St. Louis 15s. (1), 3.58; Harry Gordon, 30s. (2), R. E. Belcourt, scratch (3).

SAN JOSE, 16, 17 May. — Races of the San Jose Club. *Half-mile novices.* — F. E. Shore (1); R. Tuttle (2). *Half mile.* — F. R. Cook (1), 1.30½; S. F. Booth (2). *Slow race.* — F. F. Wood-

ford (1), 36½; M. Beroijphime (2). *Five miles.* — F. E. Johnson (1), 17.42½; H. S. Blood (2). *Mile, handicap.* — W. H. Wood, twenty-five yards (1), 3.11½; T. Hill, ten yards (2). *Quarter mile.* — F. R. Cook, 37½. *Mile without hands.* — E. Mohrig (1), 4.39½.

SECOND DAY. *Half mile* — F. E. Shore (1), 1.41½; C. A. Beiderman (2). *Two miles.* — C. A. Beiderman (1), 7.22; H. S. Blood (2). *Ten miles.* — Horse, George (1), 41.28½; J. E. Gibson (2), 42.8. *Mile handicap.* — F. E. Shore, scratch (1), 3.30½; H. S. Blood, fifteen yards (2). Cook's quarter mile needs to be substantiated.

WOODSTOCK, ONT., 25 May. — Sports of the Woodstock Amateur Athletic Association. *Mile, open.* — H. W. Clark (1), 3.15½; C. F. Lavender, Toronto, two by four yards (2). *Two miles, green.* — W. C. Mackay, Seaford (1), 7.29½; Mackay did not finish (1). *Three-mile record race.* — H. W. Clark (1); H. Biette (2). *Four miles, open.* — H. Biette (1), 15.9½; W. A. T. Miller (2). *Fancy riding.* — C. E. Richardson, Hamilton (1). *Two miles, limited to Oxford.* — S. Mackay (1), 7.12; H. Biette (2). *Five-mile championship of Ontario.* — H. W. Clark (1), 18.2½; S. Mackay (2).

BELLELEVILLE, ONT., 25 May. — Sports of the Ramblers' Wheel Club, at Wheel Park. *One mile, green.* — F. Foster (1), 2.43½; R. M. Hanford (2). *Half mile, club.* — G. Davis (1), 1.25½; L. B. Cooper (2). *One mile, best 2 in 3 heats.* — L. B. Cooper, won two straight heats (1); F. Foster (2). *Two mile.* — L. B. Cooper (1), 7.1½; G. Davis (2), by a wheel. *Fancy riding.* — F. Foster, w. o. Consolation race. — *One mile.* — W. Northcott (1), H. Price (2).

NEWTONVILLE, 17 June. The first road race of the Nonantum Cycling Club, of Newton, was started from the club-rooms in Newtonville, at 8.07. The course was eighteen miles long, extending to Bailey's Hotel, South Natick, and return. William H. Huntley, on a fifty-two inch machine, was first, in 1h. 15m., winning the club championship medal; Mr. Charles W. Page, on a fifty-inch Expert, was second, in 1h. 18m. 30s., receiving a pair of ball pedals, presented by the Overman Wheel Company; Mr. Willard E. Wentworth, on a fifty-six inch Victor, was third, in 1h. 22m. 39s., and received a pair of bicycle shoes, presented by Mr. W. W. Stall. Mr. Charles F. Haven was referee, and E. P. Burnham starter. None of the contestants had ever been in a race before. The race was for members only, and was a decided success.

NASHVILLE, TENN., 12 June. — In the second day's racing at Nashville, Prince was defeated by the fast double team, "Count" and "Duke," in a five mile race, in 16.35. The judge, however, was of the opinion the horses did not trot squarely. W. J. Morgan won the two mile handicap from Prince, with 150 yards, in 16.45. The half mile dash be-

tween Morgan and a running pony was won by the latter.

FIFTH ANNIVERSARY WILKES BARRE BICYCLE CLUB. — Saturday, 30 May, being the fifth anniversary of the organization of the Wilkes Barre Bicycle Club, the following programme was adopted for its celebration: —

1st, Club photograph by the club artist, Mr. A. E. Collamer, on the river common, at 9.30 A. M.; 2d, club race of nineteen miles, to Pittston and return, for gold medal and championship for 1885, at 10 A. M.; 3d, Club run to Lee Park at 2.30 P. M.; 4th, banquet at the Wyoming Hotel at 7 P. M. The above programme was all carried into effect except the club road race, which was postponed until Thursday of the following week, on account of rain. Notwithstanding the continuous rain the fore part of the day, the pleasures of the latter part were thoroughly enjoyed. About twenty wheelmen of the Scranton Bicycle Club rolled down the valley, a distance of about twenty miles, reaching here about noon, and dined at the Wyoming Valley Hotel.

Thursday, 4 June, the only entries for the club road race was B. H. Carpenter, the champion short distance rider of the club, and Shepherd Ayres, three other names having been withdrawn since 30 May. Ayres started first, and after an interval of five minutes, Carpenter started. After hard work by each man, Ayres won, in 1.31.18; Carpenter's time, 1.32.38; difference, 1.0.10. This is indeed remarkable time, considering the route and condition of the roads. On the east side of the river it was necessary to go over a column bank, through a field, and over a creek without a bridge. Ayres would undoubtedly have made better time had it not been for an accident. W. E. SHUPP,

*Sec. Wilkes Barre Bicycle Club.*

THE following entries for the Big Four road race have been received: N. H. Van Sicklen, Chicago; Lindell Gordon and J. S. Rogers, St. Louis; C. B. Ellis, Kansas City; W. G. Ross, and W. McCaw, Montreal; George Weber, Smithville; Gideon Haynes, Jr. Boston; L. D. Munger, Detroit, Mich.; H. D. Corey, Boston; F. W. Warner, Farmington, Mich.; F. W. Westervelt, Springfield, Mass.; Cola E. Stone, St. Louis, Mo. Several of these have not yet entered for the tour, and are therefore not eligible. The list is full.

*Editor Bicycling World:* — The proposed meet of Chicago Bicycle Track Association, will be held 25 July.

All entries made for 30 May (which have not been refunded) will be good for this date.

Entries close 18 July, to N. H. Van Sicklen, 2 Adams street, Chicago.

Fifty cents each event.

Respectfully,

N. H. VAN SICKLEN.

CHICAGO, 15 June, 1885.

PROGRAMME OF THE POSTPONED CHICAGO MEET. — Secretary Van Sicklen has prepared a new programme for the inaugural meet of the Chicago Bicycle Track Association, which was postponed from 30 May to 25 July, as follows: —

1. One mile, Chicago B. C. championship — Gold medal.
2. Two mile handicap — gold and silver medals.
3. One mile, second heat, Chicago B. C. championship.
4. One mile, professional — \$50 to first; \$20 to second.
5. Two mile, open — gold and silver medals.
6. One quarter mile, boys fifteen years or under — silver medals to first and second.
7. Fifteen miles, championship L. A. W. championship medals.
8. Ten miles, professional — \$50 to first; \$20 to second.
9. One mile, open — gold medal.
10. One half mile, without hands — gold and silver medals.
11. Five miles, record race — gold and silver medals.
12. One quarter mile, best two in three heats — gold and silver medals.
13. One mile, consolation — gold and silver medal to first.

The races are open to all amateur wheelmen, and will be run under the rules of the L. A. W. In case the contestant is a member of neither the L. A. W., C. T. C., or some regularly organized bicycle club, the judges will require satisfactory proof of his amateur standing before he will be allowed to race. Entrance fee, fifty cents for each amateur event. Two dollars for each professional event. Extra premiums for beating records. Entries close 18 July, and should be sent by mail to N. H. Van Sicklen, Secretary, 2 Adams street, Chicago, Ill.

F. RUSS COOK leaves San Francisco, 1 August, for Springfield, where he will train for the races.

THE Chelsea Independence Day bicycle races will be open to Chelsea wheelmen only. Burnett, Woodman, Frost, Danforth and other well-known riders will enter. The course will be on the oval path in the park, about five and one third laps to the mile. The prizes will be medals.

THE following is a list of the races set down for the tournament of the Fort Schuyler Wheelmen at Utica, 30 June and 1 July: —

- First day.* — 2.30 P. M., half mile, bicycle, open.  
2.45 P. M., one mile, bicycle, championship Oneida County.  
3.00 P. M., two mile, Star bicycle, for Stars only.  
3.20 P. M., one mile, tricycle, open.  
3.40 P. M., three mile, bicycle, class ten minutes.  
4.10 P. M., one mile, bicycle, novices' race.



4 30 P. M., three mile, bicycle, League championship State of New York.

5 00 P. M., one mile, club race, F. S. W. only.

5 15 P. M., five mile, bicycle, record Evening. — Competition club drill, by drill squads of eight men.

Slow race, one hundred feet.

Exhibition fancy riding by Master Sid Nicholson.

Second day. — 2 30 P. M., one mile, bicycle, open.

2 45 P. M., two mile, tricycle, open.

3 00 P. M., one mile, bicycle, tug of war, four men from each club.

3 20 P. M., three mile, bicycle, open.

5 45 P. M., one mile, Safety wheels, forty two inches and under.

4 00 P. M., two mile, bicycle, open.

4 20 P. M., one mile, bicycle, without hands.

4 40 P. M., one mile, bicycle, time 3 24.

5 00 P. M., five mile, bicycle, handicap.

5 30 P. M., one mile, bicycle, consolation.

A satin banner with staff will be presented to the finest appearing club in the grand parade, at 1 P. M., the first day. Arrangements have been made with the West Shore Railroad to stop the FAST day express at the entrance to the park just after our races, 1 July, to accommodate all desiring to go to Buffalo, arriving there at midnight.

THE second annual race meet of the Pine Tree Wheel Club, of Bangor, will occur Thursday, 23 July, at Maplewood Park during the visit to the city of Mr. F. A. Elwell's third annual down east touring party. Prizes of gold and silver medals, bicycle sundries, etc., aggregating \$65 in value, will be offered in the following races: Club championship one half mile; L. A. W. State championship, two miles; Safety bicycles, one mile; tug of war; consolation race, one mile; visitor's race, one half mile dash, etc.; entries, except for last named race, close 15 July. A circular, containing full information, furnished on application to James Crosby, Public Library, Bangor. The track at Maplewood is first-class, one half mile, and will be carefully prepared for racing. Reduced rates to wheelmen at the hotels.

THE following is the programme of events set down for the meet of the Pennsylvania Division at Scranton, 23 July: One half mile, novice; one mile, club championship; one mile dash, (open); one half mile, boys under fourteen; three mile, Pennsylvania State Championship; one mile ride and run (open); two mile dash, (open); one mile, Pennsylvania State championship; five mile, handicap, (open); one mile, tug of war, (open); 150 foot slow race (open); fancy riding; club drill. No entrance fee. Entries close 18 July, and should be addressed to A. J. Kolp, 219 Wyoming avenue, Scranton, Penn. Fee, fifty cents.

THE New Jersey Wheelmen will hold a road race 27 June.

## WHEEL CLUB DOINGS

WHEELING WHEELMEN, WHEELING, W. VA. — Officers elected 13 June: Dr. Chas. E. Mason, President; Wilbur L. Wright, secretary-treasurer; Dave C. Dinger, captain; Will H. Laughlin, lieutenant.

THE "Orange Wanderers" held their annual meeting last week, and elected H. C. Douglas, president; L. H. Porter, captain; H. B. Thomas, lieutenant; and W. A. Belcher, secretary and treasurer. The club membership includes both gentlemen and ladies. They have pleasant rooms, centrally located, and lots of enthusiasm for the wheel. Their programme for the season includes some long runs and tours.

WASHINGTON. — Capital Club elections, 13 June, for time ending 31 December. President, John M. Killits; vice-president, Clarence G. Allen; recording secretary, Thomas A. Berryhill; corresponding secretary, Charles F. Bacon; treasurer, Joseph E. Leaming; captain, L. W. Seely; sub-captain, James O. Rice; junior sub-captain, Fred F. Church.

ST. PAUL (WIS.) CLUB. — Officers elected: Charles B. Parker, president and captain; A. M. Welles, secretary and treasurer; and J. H. Hirst, first lieutenant.

WATKINS, N. Y. — The Glen Cyclers is the name of a club organized at Watkins, N. Y. Officers: John M. Thompson, captain; John Magee, secretary and treasurer; Will Toby, bugler; Fred Smith, color bearer.

ST. LOUIS. — At a meeting held in this city on the 18th inst., the Missouri Division of the L. A. W. was formed. The officers are: E. M. Senseney, chief consul; L. J. Berger, secretary-treasurer; racing committee, A. Young, E. M. Senseney, J. S. Rogers, C. E. Stone, L. Gordon; touring committee, E. A. Clifford, C. F. A. Beckers, J. S. Rogers, C. E. Stone, A. Young.

DEARBORN CYCLING CLUB, OF CHICAGO. — Officers for 1885: President, B. B. Ayers, 152 South Hoyne avenue; vice-president, Mrs. L. K. Waldron, 16 Maple street; secretary and treasurer, H. F. Fuller, 470 North State street; captain, Dr. J. W. Wassall, 208 Dearborn avenue; first lieutenant, Dr. R. H. Kimball, 429 Orchard street; second lieutenant, Dr. E. B. Weston, Highland Park, Ill.

THE Mass. Club will place a large weldless steel tube in front of the club house, a sort of hitching post for wheels.

THE second annual tour of the Detroit Club has been arranged. The party will leave Detroit Saturday, 27 June. 4 P. M., via steamer "Idlewild" to Sarnia, thence over the best roads in Ontario, through London, Woodstock, Galt, Hamilton, St. Catharines and Niagara Falls, reaching Buffalo in time to participate in the meet.

CAPT. HARRISON, of the Boston Club, has called a run to Melville Garden for 28 June, starting from the club house, to A. M., and returning by steamer. At the garden there will be a clambake, boat races, etc., Associate members are invited to attend.

THE Salem Club gave a supper, complimentary to Mr. D. Edgar Hunter, the successful racer, at the Lafayette House, on Monday evening, 15 June.

KAUFMAN, of the Rochester Bicycle Club, who of late has been riding about Rochester, and down the court house steps on the large wheel of his bicycle without backbone saddle or little wheel, rode in this way to Charlotte and return, on Friday last a distance of about fifteen miles. In going down the trip was made in forty-five minutes, out-distancing a party that was to accompany him with a horse and buggy. Few dismounts were made. The fact is remarkable both for speed and endurance, and shows what can be done on the unicycle.

## CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues for first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittering, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Gratt, Concord, Mass.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

Canadian Division: — APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP. — (Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Rev. Sylvanus Stall, Lancaster, Penn.

## TO CORRESPONDENTS

W. J. M. — Don't care to go into the thing.

JOHN S. PRINCE. — Send us your address.

C. H. TOWNSEND. — Have inserted. It was the printer.

W. GARDNER, JR. — He was at Louisville, Ky., when last we heard; but he is always on the move.

O. J. K. — (1). It will do for a rider of that weight. (2). 50-lb. (3). In weight, about the same as the first named. In rigidity, ease of running, etc., as good as either.

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

ENQUIRER. — Will you please answer through the columns of your paper the following: A racing man is advertised to try to beat a record on a one-lap track. At the time of the race he finds the wind would be against him on the last half. He therefore tries for a record for one half of the distance advertised. Does he get the record if he beats the best previous time made? Yes; if he substantiates the distance and timing.

## FIXTURES

24 June: Interstate meet at Youngstown, Ohio.

27 June: Entries close for Buffalo Bicycle Club races for 3 July in connection with L. A. W. races and meet. Entrance fee, \$1.00 for each event. Entries should be made to Frank E. Drullard, secretary racing committee, Buffalo Bicycle Club, 82 Hodge avenue, Buffalo, N. Y.: One mile, tricycle, L. A. W. championship; one mile, bicycle, L. A. W. championship; one mile, bicycle, club championship; five miles, bicycle, professional; three miles, bicycle, open to amateurs. Fifty mile road race at Lynn.

30 June and 1 July: Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July: Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July: Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July: Race meeting of Bartholomew County Wheelmen at Columbus, Ind.

4 July: Races at Boston, Mass. Races at Akron, Ohio. Races at Chelsea, Mass. Races at Lynn, Mass. Races at Pittsfield, Mass. Races at Marblehead, Mass.

6 July: Big Four Tour starts from Buffalo, N. Y.

10 July: Big Four road race, one hundred miles, Cobourg to Kingston.

17 July: Down East tour.

18 July: Annual meet of N. J. division, L. A. W., at Orange.

20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

1 August: Tricycle road race by Boston Club.

3 August: Annual Cyclists' camp at Harrogate, England.

13 August: Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 45-inch Pony Star, silent ratchets, low head potent brake, nickelled, except wheels; sent for photograph; also good second-hand 38-inch Ideal, and 36-inch Wilkinson, new. For terms, address C. H. T., Lock-Box 207, Williamantic, Conn.

FOR SALE. — One 51-inch full-nickelled noiseless Star; has power traps and cones to front wheel; have not run it ten miles; no use for a machine. SAM. L. WELLS, Norwalk, Ct.

BICYCLES AND TRICYCLES. — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

FOR SALE. — At cost to us, 56-inch Yale Racer, \$75; 54-inch Expert Columbia, in good order, \$85; 50-inch Xtra Challenge, \$50. CAPITAL CYCLE CO., Washington, D. C.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE. — One 54-inch, full-nickelled except felloes, American Star bicycle; this machine has power traps, attaché, Rocker pedals, also Hill & Tolman bell, and cost \$116; it is new and has not been taken out of the crate; \$100 cash will buy it. FRANK LOGAN, Springfield, Mass.

FOR SALE. — One 51-inch American Star bicycle, in very good order, \$40. RALPH DAVIDSON, Springfield, Mass.

FOR SALE. — One 1883 pattern Victor tricycle; this machine is in excellent order; will sell it for \$85. C. B. WELLS, Springfield, Mass.

FOR SALE. — One 58-inch Royal Challenge, with ball bearings, hollow forks, tool bag and tools, also bell; this machine is comparatively as good as new, having been run only about fifty miles; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One new 51-inch American Star bicycle, full-nickelled; it has tool bag and tools, bell and rocker pedals; \$85 cash will buy it. ALBERT CHAPEN, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled Sanspareil bicycle, with 1885 Head & Hale bars, in excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 56-inch full-nickelled Sanspareil, with dropped handle bars, and in fine condition; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled American Club, cost new, \$152.50; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 50-inch full-nickelled American Club, cost new \$150; price \$90; in fine order. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 54-inch American Star bicycle; this machine has rocker pedals, Z. & S., \$2.00 luggage carrier, tool bag and tools, Hill & Tolman \$3.00 bell; the frame work is enameled, and the spokes are bright; I will warrant this machine as good as new, and will guarantee that it has not been run more than ten miles; the best offer over \$90 will be accepted. CHARLES G. BRECK, Springfield, Mass.

FOR SALE. — One 52-inch full-nickelled, drop bar Harvard, in fine order, \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 50-inch English bicycle, \$20. ADDISON TAINOR, Springfield, Mass.

FOR SALE. — One 58-inch bright and painted drop handle bar, ball bearing Standard Columbia, been run some ten miles, good as new, \$50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One Victor tricycle, good as new, \$140; write for full particulars. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One Otto bicycle, cost new \$168; been used only a very little; price \$200. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 36-inch Special Challenge bicycle; this has hollow forks, roller bearings, and is in excellent order; cost new \$20; price \$40. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 51-inch American Star bicycle, plain finish, Stall & Hunt saddle, with tool bag and tools, in excellent order; price \$70. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One No. 5 Royal Mail racing tricycle; one 54-inch Royal Mail racing bicycle; one 52-inch Yale racing bicycle; one 54-inch Expert racing bicycle; price \$115 each; write for full particulars of any of them. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 52-inch Harvard, full-enameled with Harrington's enamel drop bars, Hancock, H. & T. bell, tool bag and tools; in fine order; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE. — One 60-inch full-nickelled British Challenge, excellent order; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE CHEAP. AS I HAVE NO USE FOR THEM. — One good pair of second hand pedals, Hill & Tolman bell, Columbia hub light, and tool bag, all in good condition, and will sell the lot for \$7.50. RALPH DAVIDSON, Springfield, Mass.

FOR SALE. — One 38-inch Ideal bicycle; price \$20. FRANK NOLAN, Box 135, Springfield, Mass.

FOR SALE. — One 50-inch nickelled and enameled Spaulding, light roadster; cost new in May, \$132.50; exactly as good as new, as it has not been run five miles; price \$120. JOSEPH RAFTER, Springfield, Mass.

JUDGE TANDEM TRICYCLE FOR SALE. — Nearly as good as new. Send for particulars to HILL & TOLMAN, Worcester, Mass.

FOR THIRTY-FIVE CENTS IN POSTAGE stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

FOR SIXTY-FIVE CENTS IN STAMPS the American Bicycle Company, of Springfield, Mass., will forward you a good sensible tool bag.

FOR SALE. — One Victor tricycle, new last September, used only five times, comparatively as good as new; price \$140. FRANK NOLAN, Springfield, Mass.











# CALLED BACK!

It has been reported that we have called in our

## COLUMBIA LIGHT ROADSTER BICYCLES.

The ground for this was probably the fact that we did call in our advertisements, because we were late in the manufacture; consequently, soon bringing our orders in excess of the first delivery of machines.

### — IT IS AN ERROR. —

Instead of calling back any of our machines, we are sending more after them, as fast as we can produce them. We have already caught up with our orders, except on a few sizes and finishes, and will shortly be able to ship any size and finish desired, *immediately* upon receipt of order. BE IT KNOWN, however, that our

## COLUMBIA LIGHT ROADSTERS

ARE BEING

# CALLED OUT!

For they are the LEADING FAVORITES with riders who prefer light machines.

*Price of 51 inch, \$135.*

ILLUSTRATED CATALOGUE SENT FREE.

## THE POPE MFG. CO.

Principal Offices - - - - - 597 Washington Street, Boston.

Branch Houses: 12 Warren St., NEW YORK; 115 Wabash Ave., CHICAGO.

GEORGE H. JOHNSON, Mechanical Expert, Hincks & Johnson,  
Bridgeport, Conn:

"I am thoroughly satisfied that the COLUMBIA LIGHT ROADSTER, in material and workmanship, is far superior to that of any other, either English or American. It is a genuine pleasure to inspect work so thoroughly finished, even in the most minute details, as shown in your machines."

ALFRED MUDGE & SON, PRINTERS, BOSTON.

# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 3 JULY, 1885.

Volume XI.  
Number 9.

# VICTOR.

## THE \* BOSCOBEL \* ROAD \* RACE,

(50 3-16 Miles,)

WAS WON JUNE 27, BY

## W. A. RHODES,

— ON A —

## VICTOR BICYCLE,

In 3 Hours, 44 Minutes, 10 Seconds.

## "THERE MUST BE SOMETHING IN IT."

The Cunningham Co. hope to resume business in a short time. Please watch this space.

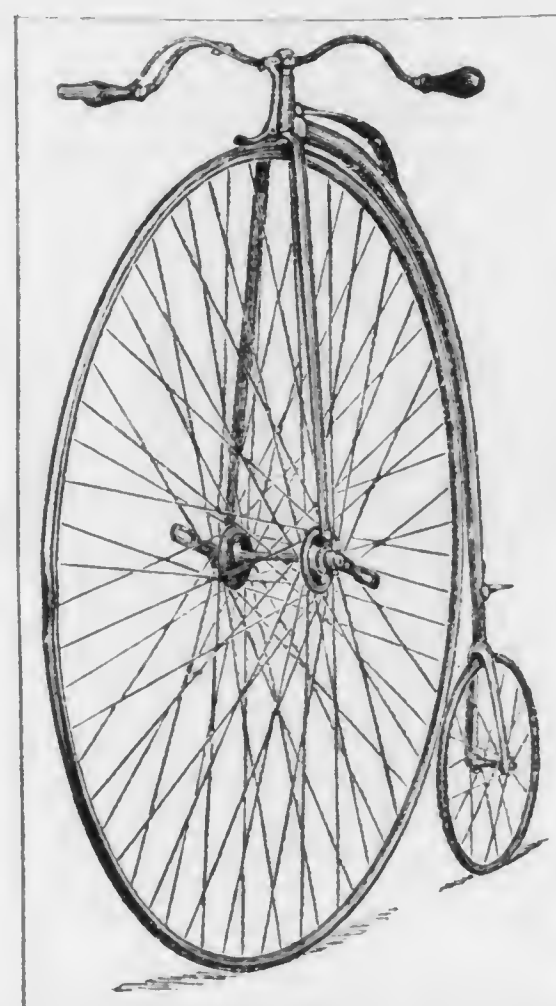


# APOLLO!

A Light Roadster of the Highest Grade.

SINGER'S

\* CYCLES \*



## SPECIFICATION.

BEARINGS — Front, new single adjustable ball.  
 " Back, solid steel adjustable ball.  
 FORK — Front, new elliptic, hollow.  
 " Back, half hollow.  
 BACKBONE — Oval steel.  
 HUBS — New pattern steel flanges.  
 SPOKES — New pattern steel tangent spokes (or direct).  
 FELLOES — Steel, hollow.  
 TIRES —  $\frac{3}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.  
 HANDLE-BAR — Steel, hollow, cowhorn.  
 HANDLES — Vulcanite, large.  
 SPRING — Low, sliding.  
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 PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).  
 BACK WHEEL —  $17\frac{1}{2}$  inch.  
 FINISH — All bright parts plated, the remainder enamelled.

PRICE, 50-INCH - - - - - \$140.00.

## THE CHALLENGE SAFETY

The Model Safety Bicycle of the Day.

*Easy Running, Well Constructed, Rigid, and Free from Vibration.*

SEND FOR CATALOGUE OF 18 PATTERNS OF BICYCLES AND TRICYCLES CARRIED IN STOCK.

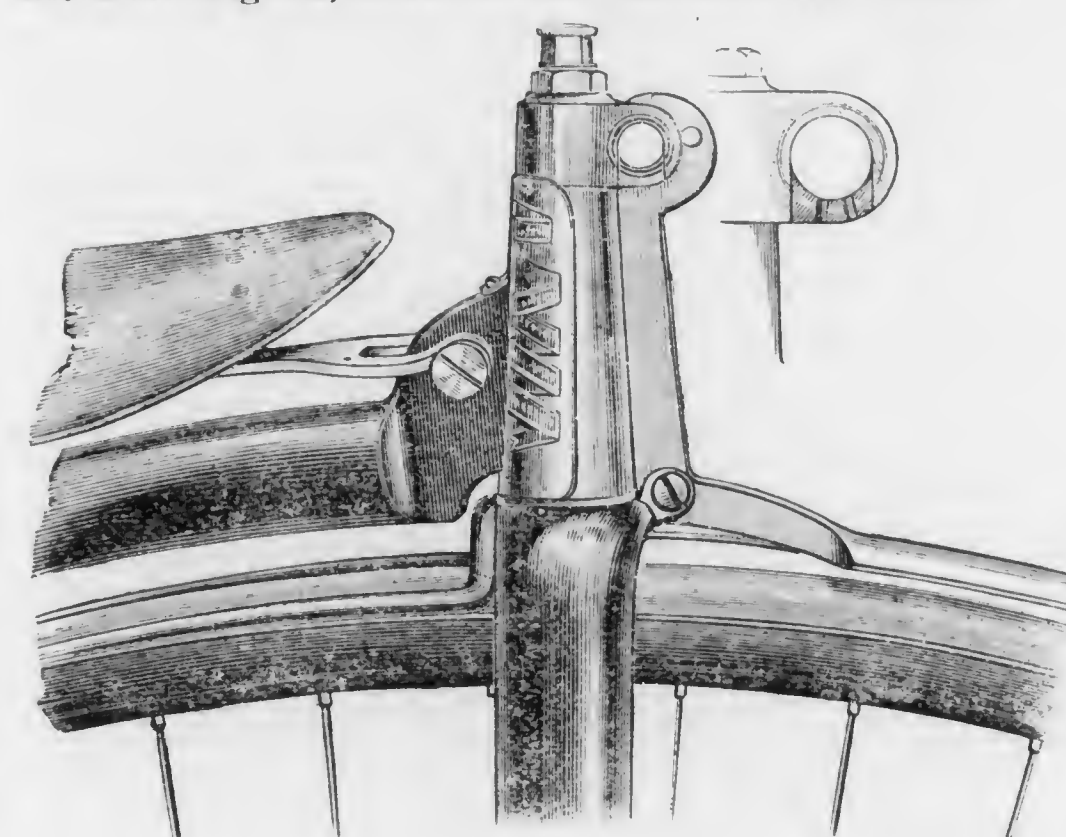
**W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.**

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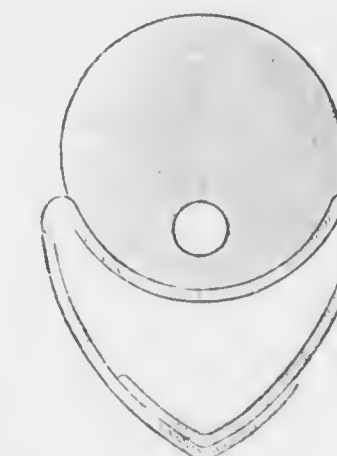
## The American, Pilot Roadster, Light Roadster, Safety, and Two-Track Tricycle

ARE NOW READY.

They are of the very highest grade every way. MANY NOVEL AND PATENTED FEATURES ARE INTRODUCED that are used in no other wheels. The American Pilot Machines are the only ones containing THE LATEST AMERICAN IMPROVEMENTS, combined with the best ENGLISH STEEL, WORKMANSHIP AND FINISH, and are conceded to be the most original, scientific and desirable ever offered.



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It is finished in but one style of nickel and paint, as shown in the cut, and at the low price offered, no variation can be made.

Weight, 44 pounds.

Price, 50-inch, \$100.

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Sizes 46 to 56 inch in stock.

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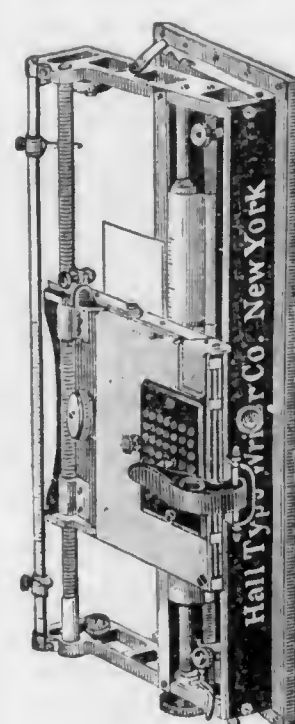
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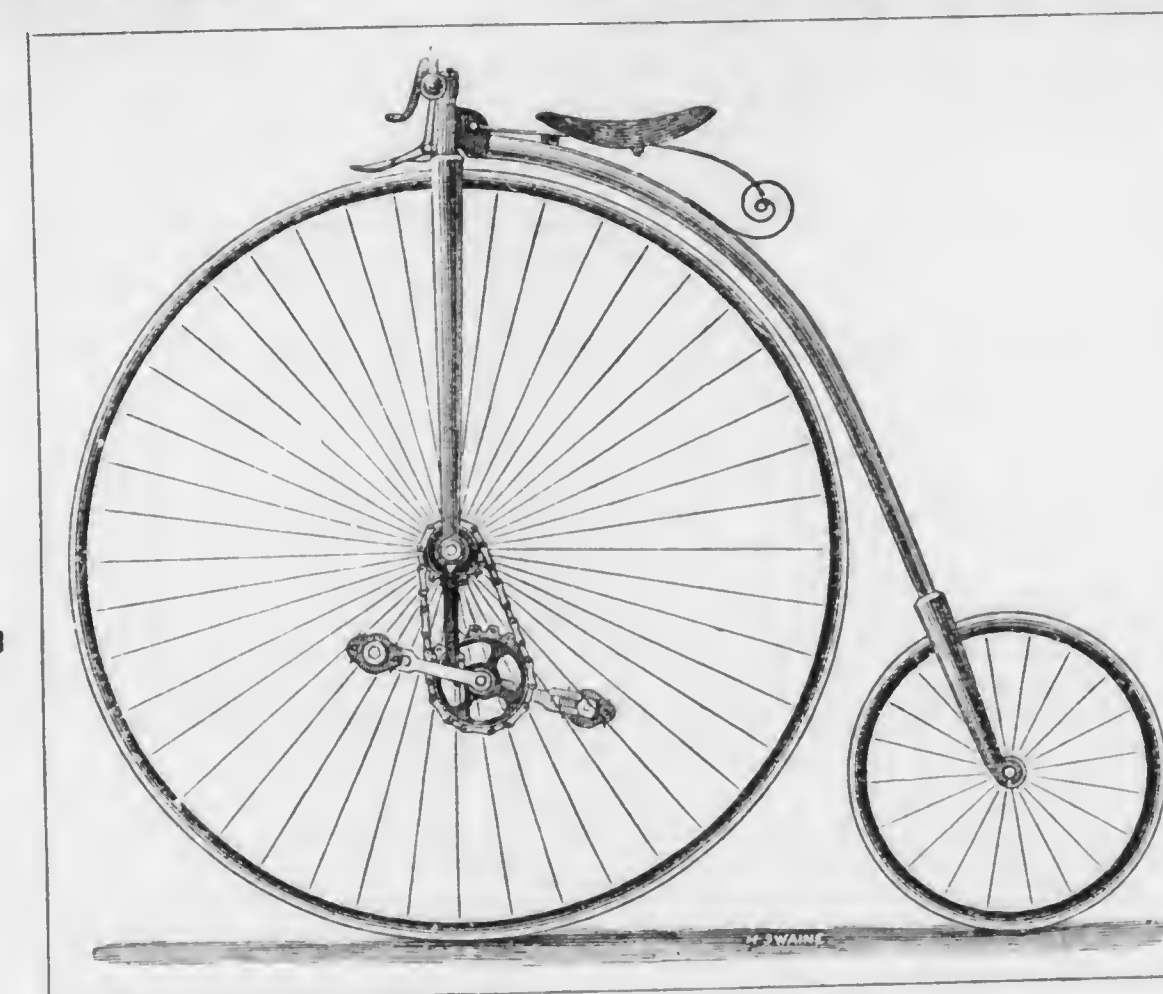
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**239 COLUMBUS AVENUE,  
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The following extract is taken from a letter written by an old rider, who doubted the **Safety and Efficiency of the Ribbon Steering**. After trying our **New Improved Steering**, he writes:

*"The Ribbon Steering forever! I believe the Problem is Solved."*

June 20, 1885.

The Victor Tricycle, with the New Ribbon Steering, is far and away the Steadiest Tricycle made.

**TWO MILES IN 6.27.**

Victor Tires are in to Stay. Tires which can be Pulled Out are Not Safe to Ride.

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The new model is vastly improved in workmanship, and has been greatly simplified, and made stronger and stiffer, while the **WEIGHT HAS BEEN REDUCED SOME ELEVEN POUNDS** in the 48-inch size. Sample now on view. No Catalogues can be had till later, and applications for same must be accompanied by two-cent stamps. All applications from outside of New England must have enclosed five cents in stamps, or no Catalogue will be sent.

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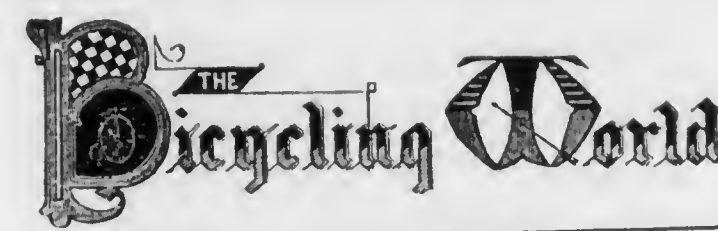
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 3 JULY, 1885.

### THE MEET.

THIS issue of our paper will doubtless find many patrons away from home, and at Buffalo. The annual meet of this year will be an important one in the history of the League, for matters of great interest will come up for settlement, and upon the course pursued by the members in council depends much of the success of the League in the future.

WE have come to the belief that the National body is too large and cumbersome. Such questions as these which are to be decided at Buffalo, should have calm and careful consideration. Too often they are rushed through a meeting by the action of members who are eager to parade or dine. We believe that the divisions should do more work, and the national body less. An executive committee, of say ten, could formulate more intelligent rules than can a general meet-

ing of members who may be led into hasty action by a smooth tongued speaker anxious to carry a point. Mr. Harris' proposition to sink the divisions and magnify the national body by a new arrangement of the finances, we consider a step in the wrong direction.

THESE annual gatherings of wheelmen do a world of good in bringing together wheelmen from all quarters. There is a charming freemasonry in wheeldom, which is fostered and kept alive by such occasions.

WE shall miss from the meet this year many Eastern wheelmen, whom we were wont to see in former years. The Boston and Massachusetts Club will be conspicuous by their absence. The date was not suited to the convenience of the members, for on the national holiday home interests are imperious.

THE headquarters of the WORLD will be at the Genesee, and it is unnecessary to say that the oak will be sported.

THE system of handicapping pursued at the races of the K. C. W. was, to say the least, unique. Rich and Kavanaugh were placed at scratch in the two mile, and the former was given five yards start of the latter in the three mile. Crist was allowed fifteen yards over Rich in the two mile, and they started even in the three mile. Finley was given twenty-five yards start over Kavanaugh in the two mile, and fifteen in the three mile. Crist was given fifteen yards from Kavanaugh in the two mile, and five yards in the three mile. We fail to see a connected idea between the handicapping for the two races, and it would seem that two handicappers had been at work. If A. rides in 2.50, and B. in three minutes, it is fair to suppose that A. can ride two miles in 6.00, and B. will come somewhere near 6.30. That is to say, a new rider needs his handicap more than doubled in two miles. A handicap is designed to give a chance for a new or a medium rider to win a place, and a fast man, who can almost always come to the front in a scratch race must do something unusual.

### PROFESSIONALS v. AMATEURS.

IN nearly all the letters that have been published on this subject, a great deal

has been said about "factions," "classes," "more democratic," etc., as if there was much antagonism between the two, which could be avoided with a little care. Why should the fact that one man makes his living by racing, and another only races because he likes to, either for glory or for ambition, make those men hostile to each other? We do not see why they cannot be friendly, though we do not think it advisable they should race against each other. In most cases the amateur would certainly be beaten in a fair race, because he would not be in such good condition as the professional; but, on the other hand, as the "pro's" object is to get a living, he naturally is tempted to do it in the easiest way, and if offered a large sum to let the amateur win, he would be apt to take it. We make this strictly as a general statement, and are fully aware that it does not apply to all professionals.

To put it shortly,—there is not the equality between amateurs and professionals which is necessary to remove all temptation to ride unfairly. It is hard on a professional to whom money is absolutely necessary, to refrain from getting it in the easiest manner, while it is hard on the amateur to pit him against a man who devotes all his time to racing, and who, therefore, is presumably more experienced, if not in finer condition. We can see no objection to amateur and professional races at the same meeting, and no objection to an amateur being trained and coached by a professional.

WE see no reason why professionals should not belong to the L. A. W. If they are objectionable because of their want of polish, or any reason for which a man would be rejected from another club, it is easy to exclude them by an adverse vote; but unless there is another reason beside their racing for a living, we should no more wish to exclude them for that, than because they taught school. If the best professionals, *i. e.*, the best behaved and most honorable professionals, all belonged to the League, it would be a means of increasing its influence, and would enable the Racing Board to look after amateur and professional races both: whereby not only experience would be gained, but a man guilty of unfair conduct would find himself in a painfully conspicuous position, because his conduct would at once be known all over the country. Of course membership in the League would not make



a dishonest professional become honest, any more than it would a dishonest amateur, but it would make it harder for an honest rider to go wrong.

THE trouble with the New Haven track this year was its length. Had it been shorter there is no doubt but that Hendee would have taken the mile record. Nineteen and nine tenths feet is too large a margin, and there is little doubt that it made a second's difference in the time.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

From the Pioneer House.

*Editor Bicycling World:*—In your issue of last week, we find the following:—

"The Cunningham Company has suspended. The little affair with the United States authorities crippled them beyond recovery, and they have been obliged to submit to the inevitable."

"The Cunningham Company will have the sympathy of all wheelmen in their misfortune. The pioneers in the wheeling trade, they have always held a proud position in the front, and they have given up the fight against fate only after a severe struggle for existence."

For your kind expressions—especially grateful just now—we beg to thank you, and through you, to thank also the many of your readers, whose equally pleasant tokens of sympathy are reaching us by every mail.

To your statement of fact, we would ask your permission to add, that although "that little affair with the United States authorities" has, after a year's hard struggle, resulted in our suspension, we have not by any means vacated permanently our "proud position in the front of the wheeling trade," but that we are encouraged to hope we may, before long, resume it. Our books show that our creditors will not lose to the extent which we at one time feared; and as soon as their claims are adjusted, it is our intention to reorganize our company, and to continue vigorously the business which we introduced to this country in 1877. Those who intend to purchase in 1886 will do well to see what we may have to offer them before they decide as to their mounts; while to cyclists, with capital, who desire to invest in the wheeling trade, we may, should any of our stock be left for the open market, be able to offer inducements worthy of their consideration.

THE CUNNINGHAM COMPANY,  
179 Tremont street, Boston.

### Weights of Cycles.

*Editor Bicycling World:*—"That material can weigh less than sixteen ounces to the pound in bicycles and tricycles," is a "popular mistake," which has appeared in our catalogues for some years.

When written we believed it, and we are still inclined to believe it to be true. But we hear frequently, and we notice in cycling papers also, statements as to the weight of racing bicycles that are so astonishing that we are now anxious to know whether any official alteration has been made in the number of ounces constituting a pound. Of course we know that these weights of racing bicycles are incorrectly given, unless the alteration has been made, but it is high time that the general public should know the truth.

It is perfectly easy to prove what the actual weight of a bicycle is, and if weight is to be of such importance, we suggest that the actual weight of the machine (without saddle and pedals) be stamped upon the machine, and certified to by the maker as correct, and the maker held responsible for the statements. Saddle and pedals should be omitted to prevent misunderstanding. Weight to be taken at sixteen ounces to the pound.

SINGER & Co.

COVENTRY, 19 June, 1885.

### A Martyr's Last Words.

*My Dear Mr. Editor:*—Neither the characteristic "cosmopolitan" irony of London W., the dignified but selfishly unpatriotic principles of C. T. C., No. 12,567, nor the laughable misquotation and spiteful slang of vindictive Vindex can draw into a personal defence one whose sincere convictions have been made public from purely impersonal motives, and whose utterances have no authority apart from the inherent truth they may contain. Since history began, opposition has sought to throw discredit upon adverse principles by assailing the personality of the author; but the C. T. C.'s "little world of ours" still turns for all that. My individual scalp is at your service, but my pen has done its work. Your friends who intend gunning for me at Buffalo, will please not shoot until after the banquet. The condemned are always allowed one square meal ere parting.

H. S. WOOD.

### The Tandem Patent Case.

*Editor Bicycling World:*—With reference to this trial, which is pending (Messrs. Rudge & Co. v. Coventry Machinists' Company), will you allow us to explain that we have, since March, 1883, held a license to manufacture, under the patent in question (Harrington's, dated 1882), which has now been assigned to Messrs. Rudge & Co., and that one of our tandems is still made under this patent?

SINGER & Co.

COVENTRY, 19 June, 1885.

### Orange, N. J.

THE Oranges (N. J.), with nearly a hundred miles of fine macadam in and around them, have always had a good number of cyclers, and this season is seeing a more

than usually rapid increase. This is due largely to the fact that we have excellent cycling headquarters here now, in the shape of Mr. L. H. Johnson's store, which is very eligibly located in the centre of the riding district, at 3 Arlington place. Mr. Johnson carries a stock of wheels and sundries as large as I have seen in almost any metropolitan store, and also hires out machines. The half dozen or more singles, and several sociables which he rents, are in constant demand. To secure them, it is generally necessary to engage one some time in advance. Almost every one, young and old, has tried riding; many converts to the wheel have been made, and purchases have consequently ensued.

The wheel which is gaining rapidly in favor is the Humber tandem. In this immediate vicinity, these machines are now ridden by the following gentlemen and wives, viz: Douglas, Smith, Johnson, Porter, Taylor, Brewster, Weeks and Heuston, while more are to be found in Montclair, Elizabeth, Morristown, and other surrounding towns. Other makes of tandems have been tested here, and all the leading styles carefully examined. The result is, that our most experienced riders have decided, emphatically in favor of the Humber. In nearly every point it excels. Bicycle riders especially appreciate its steering, while the smoothness and steadiness of its bowing motion surpassed that of any other machine, bicycle or tricycle.

Every Saturday sees many out-of-town riders here, particularly those of Elizabeth, and on holidays our roads are literally crowded. The Decoration Day run brought out nearly two hundred riders, and the meet of the State division, L. A. W., on 18 July, will be a large affair; the local clubs, the Wanderers, the Essex, and the New Jersey wheelmen, are very active. Runs, excursions and tours are being constantly planned and executed.

Cycling for ladies is a pronounced success. Besides those who ride tandems, there are many who use single tricycles. The verdict from them is unanimous. "Better health, increased strength, and generally improved tone to the system." They are the equals of any in their enthusiasm and devotion to the wheel.

H.

### From a Feminine Point of View.

THE woman that is not open to conviction is not qualified for discussion.

WE are not all constituted alike, therefore do we differ in opinions. Without the attrition which comes from discussion, we should not progress. We are all creatures of circumstance and situation.

I AM thrown into this sententious mood by the fact that a little bombshell of mine has stirred up an opponent who rushes to the rescue of the tandem.

BUT ours will be a bloodless duel, and

wholly devoid of the rancor which pervades the correspondence of our masculine brothers of the wheel when a point of expediency or policy in League management is under discussion.

IT will be observed that we are agreed in all but one point. I object to the looks of a lady and gentleman on the tandem, and claim Mrs. Grundy for my party. "Morrill" says a couple riding in this way does not look unseemly, and if Mrs. Grundy thinks so, she should be educated.

THE army that goes into battle with an old-fashioned muzzle-loading cannon, is placed at a disadvantage when the enemy appears in its front with an equipment of Gatling guns. After reading the letter of "Morrill" I fear that I may have the cannon, but I do not yet surrender.

"MORRILL" writes that she is one of ten ladies who ride the Humber tandem. I do not know my adversary, but I can read between the lines from this hint, and trace her to a State which the wits of the country have tried to set off as a foreign land.

IF experience goes for anything, I am at a disadvantage, for I cannot claim much acquaintance with the tandem; and my remarks were born of first impressions. But these first impressions are very strong, and I think it will be hard to remove them.

I HAVE seen the poke bonnet come in with horror, but I am educated in the sight of it. I have seen woman bang her hair and cover her chiefest beauty—her forehead. I have seen the skirts condense and expand, each time with a shudder. In time I have accepted all.

THE possibilities of education are unlimited. I may be brought to look with favor upon a lady and gentleman on a tandem.

I HAD the pleasure of a trip on a yacht last week, from Ocean Spray to the bold North Shore. It was a little early, and old Neptune had not assumed the quiet attitude that obtains with him later in the season. I was reminded of the cruel aspect that Nature is putting on just now in giving us roads dried up and cut up to an unrideable state. My clothes brush is ruined.

THERE is a spice of apparent danger in yachting that gives it a flavor and makes it attractive. I do not wonder the yachtsmen become so enthusiastic; and yet how little there is for their enthusiasm to cling to.

THEY are at the mercy of wind and

tide, and they cannot leave their moorings with a certain idea of the time when they can return. This my friend confessed to me, and he added, that the yachting season lasts only about ninety days in a year. Beyond this, there is no pleasure.

I BELIEVE the tricycle has more joy locked up in it to give out than all the water craft combined. I shall not desert my wheel.

I HAVE been very much interested in the reading of Mr. Hillier's admirable articles on "Touring," in the *Tricyclist*, and as I am supposed to present things from a feminine point of view, it may not be out of the way to cull a few ideas from so fruitful and intelligent a source.

ALL literature is the pouring of wine from one bottle to another. Will Mr. Hillier grant me a draught from his flag-on?

THE vexed question of foot apparel has risen to trouble myself and several of my riding acquaintances at times. I have always inclined to the shoe, as the lighter and more graceful to wear; but the other party favors the boot, claiming support for the ankles.

MR. HILLIER says: "The great question of boots v. shoes has long since been settled. The greater freedom, coolness, lightness, and comfort of the shoe have insured its almost universal adoption by both sexes, and the neat, well-fitting, well-cut shoe, when it is worn by a fair tricyclist, invariably looks neat, and what is more to the point, business-like. The original idea that boots supported the ankle has long since been exploded, simply because, in riding the bicycle or tricycle, the ankle requires little or no support. The broad pedal supports the foot easily and comfortably, whilst the actual weight of the body, being carried on the saddle, the muscles of the ankle are at liberty solely for the support of that joint; and we may, in passing, remark, that a steady course of bicycling and tricycling, if the rider be carefully supplied with a properly-fitting pair of shoes and a broad rat-trap or rubber pedal, will, within a certain time, strengthen noticeably weak ankles, which have not previously been able to withstand the jars and twists of ordinary pedestrian exercise."

MRS. R. L. PHILPOT, a correspondent, says: "Considering the fact that the feet play such a prominent part in driving the machine, it is very necessary they should be well provided for. Ladies intent on riding must throw away, with several other little bits of vanity, the desire to make the feet look as small as possible. Undoubtedly, a low shoe is best adapted for riding purposes, and it may fit very

closely round the ankle, as, indeed, it is necessary it should; but the front part must be quite easy, to allow the ball of the foot perfectly free action."

I SHALL continue to wear the shoe.  
DAISIE.

### To Moosehead Tourists.

ALL detail work for the tour is now completed, and nothing remains to be done except to revise the roll call. Let every one who intends joining the party inform me at once if they can be depended upon to show up on the 17th; also size and make of wheel. This costs but a postal card, but is very important, and will prove of great assistance to the management.

F. A. ELWELL.

PORTLAND, ME.

### A New Hampshire Run.

THE third annual run of the New Hampshire Division L. A. W., and invited guests, will be held at Portsmouth on 4 July. This is the third invitation extended by the Rockingham Bicycle Club to New Hampshire wheelmen. In September, 1882, twenty-seven bicyclers were entertained at the Rockingham House, and in July, 1884, seventy-two dinners were served at the Farragut House. A cordial invitation has been extended by Chief Consul H. M. Bennett, to all New Hampshire wheelmen, whether members of the division, or unattached, to be present. The procession will be formed near the post office in Portsmouth at 9.15 A. M. and wheel to Greenland Depot. Thence via North Depot (eleven and a half miles) and Little Boar's Head, (fourteen and five eighths miles) to the Farragut House at Rye Beach (fifteen three quarters miles), where dinner will be served at 12.30, at the price of \$1.00 per plate. After the dinner a business meeting of the New Hampshire Division L. A. W. will be held. At 2 P. M. the run will be made via Rye Centre (nineteen and one eighth miles), Wentworth House (twenty-three three quarters miles), Walbach Tower and Newcastle to Portsmouth, arriving in season for the 5.10 P. M. train to Concord. The route will be over the best roads in the State, the pace will be such as to accommodate all, and the distance as per cyclometer measure is twenty-seven and one half miles. To secure dinner tickets, notify C. A. Hazlett, Portsmouth, N. H., by early mail, of intention to be present.

### Wheeling Wheelmen go to Law.

THE fact was mentioned yesterday morning that a warrant had been issued for Mr. John Topping, who on Monday night while riding a bicycle on Virginia street, Island, ran over a child. The accident is said by eye-witnesses to have been without fault on Mr. Topping's side. He was in the street and not on the side-



walk. The children on the Island, and in fact elsewhere as well, have a habit of standing in the street in front of an approaching bicycle to see how close they can allow it to come and still escape being struck. Mr. Toppin's arrest was not for running over the boy, but for violation of section 26 of the ordinance against offences, which is as follows:—

"It shall be unlawful for any person to fly any kite, roll any hoop or bullets, play at foot-ball, bawdy or shinney, ride or drive any bicycle or tricycle, or engage in any play, sport or exercise which might produce any bodily injury to any one, or endanger the life or property of any person on any street, sidewalk, landing, alley or public square of this city."

The Wheeling Wheelmen, the organization of bicyclists in this city, have decided to make a test case of Mr. Topping's, and have combined to retain an attorney and fight the case, not only in the police court, but in a higher court if necessary. Mr. H. M. Russell has been engaged to represent the defence.

There are about fifty bicycles in Wheeling, and the aggregate value of the machines is estimated at \$5,000. It is the opinion of the best lawyers that the clause of the ordinance quoted will not stand in court. To place a bicycle on the same footing on the thoroughfares of the city as a game of football, is ridiculed by the friends of Wheeling. They claim that the bicycle is as much a means of locomotion as a horse or a buggy, and it would be as just and reasonable to prohibit all vehicles, because sometimes accidents happen from runaway horses and the like, as to prohibit bicycling because it "might result in bodily injury."

The case is expected to come up in the police court this morning or to-morrow morning. — *Wheeling Intelligencer*, 24 June.

#### London W.'s Letter.

I AM here to take in the N. C. U. championships which are to be run off to-morrow at Aston, where Frank Moore made his record for the track of 2.46. This, by the way, was slightly lowered the other day by a fellow named Webber, who has developed a wonderful turn of speed this spring, and promises to show some of the older hands the way round. I see by the papers that Hendee is entered for the mile bicycle. I should like to see a representative from the States run, but I fancy it is not to be, as I can learn nothing of his arrival. Young Ilston, a lad of about eighteen summers, is the favorite, and has the advantage of great familiarity with the track, the corners of which require, so I am told, some care to get around at top speed.

During yesterday and to-day, I have taken in the works of Lloyd Brothers, the makers of the Quadrant, those of the Coventry Machinists' Company, Hillman, Herbert & Cooper, and Bayliss, Thomas & Co., besides spending some hours with Sturme, who is well known to

most of the WORLD's readers by repute. We naturally devoted a large part of our time to discussing matters of more interest to cycling press men than to those things that the average wheelman would take pleasure in reading about. My visits to the manufacturers were most profitable, because I was right at headquarters, and could obtain the very latest information on the "trade," a subject always of great interest to the practical cyclist. The condition of the trade here seems to be flourishing, though hard times has affected the cycling, as well as the general trade. At any rate, to all appearances the business is good, for the factories are running on full time, every department in the various works seem busy, and yet there are very few finished machines to be seen, and the few ready for the market are either sold or about to be shipped. I went to the Coventry Machinists' Company for a Club tandem to begin a short tour on with a friend; but there were none in stock. I should have been compelled to give up my trip, or seek a machine elsewhere, had not the company, with exceeding kindness, sent to London for the only tandem it had, and that one was in its show windows. So, Mr. Editor, you cannot complain of the treatment of your representative. At the Quadrant works I found just the same state of affairs, and though the works are running to their full capacity, one has to get in line and wait his turn, as if he were buying a ticket to the theatre on a "star" night. In fact, every one seems to be doing a good business, and if he is not, it is, I believe, because he has nothing that hits the popular taste. It will be remembered that there has been a good deal said about Safety machines, and many have asserted that the demand for small wheels was but a passing craze and would not last. Exactly what the future may develop I cannot, of course, say; but it is a fact, that the introduction of the Dwarf and Safety bicycles has made sad havoc with the tricycle business. Every one in a position to know says the same thing, and all the makers find their orders for three wheelers less than formerly, and lay it to the little two wheelers, which are going off like hot cakes.

At Hillman, Herbert & Cooper's factory, everywhere I turned, I seemed to see nothing but parts of Kangaroos, and at the other manufactories the number of small wheels, extended forks, etc., was convincing that the rage for Safeties still continues. I have dashed this letter off hurriedly so that it may go by the next mail, and must bring it to a close, although there is much more I want to say; but I must leave the details of my visits to another time. I was not able to set around to Rudge's and Singer's places, but shall do so in a short time. LONDON W.

BIRMINGHAM, ENGLAND, June 12, 1885.

MASSACHUSETTS will have a lively year under Chief Consul Ducker.

#### Notes by the Way.

"Hi! will you look at the Kid in yellow breeches go it?" The remark came from Jack Keen one afternoon at the Institute.

WE were standing in a group watching the boys training for the coming races. Keen, Prince, Vesey, Stall, and a number of others were in the party, and all eyes immediately turned towards a little fellow who was bent double over his machine, and riding like all possessed.

WE watched him for a short time, and then Keen said: "I tell you, boys, that fellow has got the sand. He does his work better than any man I've seen in America. He'll show his rear wheel to the best of them yet, you know."

THE "Kid in yellow breeches" was Corey.

HARRY was collecting bills for a crockery house then, and his interest in bicycling extended only to a prospective racing career. Jack Keen immediately took him in hand, and gave him some points about racing. It was a flood tide for Corey and he grabbed it.

WELL, he beat everybody at the next race meeting, and carried off a cart-load (small cart) of prizes.

SOON after this Corey went to work for Stoddard, Lovering & Co. Up to this time they had been wholesalers and importers, and their business consisted in importing goods for other dealers to sell at retail.

TO-DAY they do the largest business in wheels of any house in the country, unless I except the Pope Manufacturing Company, and I think even they would get a close rub if a comparison of trade should be instituted.

IN pitching upon Corey the house did a good thing. He is young, active, intelligent, courteous and withal a strong rider. These qualities attract buyers, and they flocked to S. L. & Co.'s.

THE story of the camel who went to live with the cobbler, and gradually crowded the poor man out of his small quarters, is familiar to us all. It applies in this case, except that the crowding out process forced the firm to larger quarters instead of into the road.

THE new quarters of the firm on Congress street are spacious, light and well adapted to the purpose.

It does n't do to have too many irons in the fire. S. L. & Co. have given up

# RUDGE RACER

## THE "RECORD BREAKER."

This celebrated Racing Machine is unquestionably the fastest and strongest machine ever built, and stands without a rival as

## THE KING OF THE PATH.

BUILT  
ESPECIALLY  
— FOR —  
AMERICAN  
TRACKS.



LARGE  
STOCK  
JUST  
RECEIVED.

Order Early.

**NOTE.--The One-Mile Championship of England for 1885 was won by Sanders Sellers, June 13, on a 58-inch**

## RUDGE RACER.

— SOLE U. S. AGENTS. —

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RELIABLE AGENTS WANTED.

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1885 Pattern 36 lb. Light Roadster.

A RIGID, TRUE RUNNING, SUPERBLY BUILT WHEEL.

THE ROYAL MAIL ties its spokes differently from any other wheel.

THE ROYAL MAIL has Genuine Warwick Hollow Rim.

THE ROYAL MAIL has Stout Round Edge (instead of Thin Knife Blade Edge) Forks. Wheelmen appreciate the necessity of this to secure Rigidity and Strength of Whole Machine.

THE ROYAL MAIL has Down's Zeolus Ball Bearings.

THE ROYAL MAIL has Good Rake to Forks.

TRY A ROYAL MAIL!

## WILLIAM READ & SONS,

No. 107 Washington Street,

SOLE AMERICAN AGENTS.

Messrs. W. L. READ & SONS:  
Gentlemen: I cheerfully give my opinion of the ROYAL MAIL, which I rode in all my races last year, and won the world's record,—2,39. I think it the finest made, strongest, and stiffest machine I ever rode. I have ridden nearly all makes, but find the ROYAL MAIL the best I ever crossed yet.  
Yours respectfully,  
JOHN S. PRINCE,  
Champion of America, and One-mile Champion of the World

FEBRUARY 4, 1885.



SAFE. FAST. EASY.  
When writing, mention this paper.

JAS. S. NEWELL & CO.

302 Federal Street, Boston,

Manufacturers of PRESSES AND DIES  
New Machinery Designed and Built.

BICYCLES and TRICYCLES

REPAIRED.

Painted, Enamelled, Nickel Plated

Repairing a Specialty.

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILLIAM S. NEWELL, telephone No. 1935.

## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 1h. 15m. (21 miles actually).  
Twenty miles.....in 3h. 15m. (51 miles actually).  
Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering 266 1-4 miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all the year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

J. WILCOX, Agent and Attorney - - - 15 PARK PLACE, NEW YORK.

## O. W. CO. DUPLIX.



DUPLIX WHISTLE, WITH CHAIN.

With Chain. By Mail, 75 cents.

IT IS THE BEST. SEE IT BEFORE YOU BUY.

OVERMAN \* WHEEL \* CO.

179 Tremont Street, Boston.

MESSRS. A. M. CROTHERS and E. G. Barnett, of the Champion City Bicycle Club, yesterday made a run of one hundred and thirty-five miles on their wheels, beating the record of any day's run ever accomplished in Ohio. Up to this time the longest distance covered in a day was one hundred and thirteen miles, made by a squad of Columbus wheelmen. Springfield came next with one hundred and ten miles; but it remained for Messrs. Crotthers and Barnett to sink both exploits out of sight by their handsome feat of yesterday. They left Springfield at 6:35 A. M., going successively to Xenia, Jamestown, Jefferson, Washington C. H., Columbus, and home to Springfield, where they arrived at a quarter of midnight. The run was accomplished without fatigue, and demonstrated the superiority of the bike as a road machine. No two horses could have accomplished the distance, one relieving the other when fatigued. — *Springfield (O.) Paper.*

### Springs and Tires.

THERE is no doubt that, without the aid of the light springs and rubber tires, the bicycle would have been a complete failure years ago and would never have developed into what it now is — its vibration would, indeed, have been so excessive as to render it absolutely unridable; but to suppose that mounting a spring on the top of the backbone, or putting extra rubber on the tires, are the best means of combating vibration, is, my experience teaches me, quite a mistake. This is the notion of the majority of the cycling world, though altogether a wrong one, and for two reasons, first — with reference to the tire — the give of the rubber, although enough to make the machine run heavy, is not sufficient to prevent a series of more or less violent concussions, being constantly generated in it while passing over any ordinary road; and secondly, the spring on the top of the vibrating bicycle does not, as we all know, reduce the jarring one whit, but only prevents it being communicated so strongly to the rider.

With regard to an excess of rubber on the wheels making the machine run heavy, although there are different opinions on this point, I fail to see why there should be more than one, for it should be plain to all that the thicker the rubber the more extended must be its bearing surface on the ground when it sustains the dead weight of the machine and rider, which extended bearing surface being always the same, whether the road is rough or smooth, must of necessity retard the progress of the machine.

My opinion on this point is held by many, and is backed up by a very high authority — no less than that of the late Mr. James Starley.

While I was in Coventry in December last, having a bicycle of my invention tested by the leading makers, I was fortunate enough to have it ridden by one of the firm of Messrs. Starley Bros. After Mr. Starley had tried it I asked for his

opinion on extra thick tires, when he kindly recounted to me the details of an experiment made some years ago by his father, to test their effect in the matter of speed. He took two tricycles of the same make, with wheels of the same size — one with rubbers of an ordinary thickness, and the other with extra thick tires — and placed them side by side at the top of a hill. Each rider sat with his feet free of the cranks, and allowed the machines to run down of their own accord, the one with the lightest tires reached the bottom first.

This experiment was made with great care by Mr. James Starley, who, it is well known, was most painstaking in all he did, and I think it proves conclusively the one great disadvantage of any excess of rubber in the tires, viz., loss of speed. — *Correspondent of Cyclist.*

### Entries for the League Races at Buffalo.

THE list of entries for the bicycle races at Buffalo on the occasion of the L. A. W. meet in that city 3 July, are as follows: —

*One Mile, Bicycle League Championship* — George M. Hendee; W. G. Ross, Montreal; George Webber, Joe Powell, Jr., A. E. Schaaf, Buffalo. N. H. Van Sicklen, A. B. Rich, George H. Illston.

*One-Mile Tricycle Race, L. A. W. Championship.* — Neil Campbell, Niagara; E. P. Burnham.

*One-Mile Club Championship, best 2 in 3 heats.* — James G. Russell, R. J. Cant, C. W. Adams, James S. Hedge and A. E. Eissle.

*Five-Mile Straightaway Professional.* — Charles F. Frazer; Asa Dolph; John S. Prince; William J. Martin.

*Three-Mile Straightaway, open to L. A. W. members only.* — W. G. Ross, Montreal; Joe Powell, Jr.; George Webber, C. J. Connolly, Rochester; C. J. Lund, Rochester; P. J. Dukelow, Rochester; Robert P. Searle, Medina; N. H. Van Sicklen; George H. Illston.

*Two-Mile Straightaway, open to all amateurs.* — W. G. Ross, Montreal; George Webber; Joe Powell, Jr., H. W. Clark, Woodstock, Ont.; C. J. Connolly, Rochester; C. J. Lund, Rochester; Fred Foster, Toronto; Albert Schrick, Rochester; P. J. Dukelow, Rochester; R. P. Searle, Medina; N. H. Van Sicklen; E. P. Burnham; J. V. Stephenson, Greenburg, Penn.; H. P. Davies, Toronto, and G. H. Illston.

The officers of the races are: Referee, Abbot Bassett; judges, Dr. N. Malon Beckwith, H. E. Ducker, and J. E. Danelson, Buffalo; timers, C. K. Alley, H. D. Corey, James H. Isham, C. H. Hepinstall; scorer, Jesse Osterstatem; clerk of course, F. E. Drullard; starter, George Dakin.

Mr. H. W. Warren of the Massachusetts Bicycle Club, has purchased a "Genuine Humber" tandem, which he will be glad to show to those interested in this famous machine. He resides in Eliot Place, Jamaica Plain.

In our last issue we stated that the N. A. A. A. disregarded the professionals of other sports than those under their jurisdiction. This was true so far as their action up to the present time is concerned; but they are now considering the following rule, which will in all probability be passed. "This Association hereby declares that all persons who shall hereafter violate any of the prohibitions contained in the foregoing definition of an amateur, or in the adjudications before enumerated in the exercises of boxing, sparring, lacrosse playing, polo playing, roller or ice skating, or who shall hereafter violate the prohibitions governing the League of American Wheelmen or the National Association of Amateur Oarsmen, shall be debarred from competing in any athletic contest given by this Association, or given by any associate club."

To get into a good and healthy habit of breathing, and to get that habit confirmed, is worth a great deal to athletes. All athletes, it we are to believe what the physicians say, should learn to breathe by the nostrils, not by the mouth. It is not known why it is, but certain it is that most runners and bicyclists get into the way of mouth breathing, as if nature had forgot to give them a nose. The result is always bad. The passage of air over the surface of the tongue and throat renders these surfaces very dry, so that in a short time after commencing exercise the desire for some liquid to moisten the mouth and throat becomes urgent, and if the desire is satisfied, leads to swallowing a large quantity of drink, which is injurious, and the throat made dry, but sore from the dryness. In addition to this mischief the surface of the mouth and throat is exposed to catch all impurities of dust and dirt floating in the air, while much power is lost, owing to the rapidity of the breathing that is induced, the irritation and cough that are often brought on, and the reduction of purchase in respiration, owing to the constantly open state of both breathing inlets and outlets, the nostrils and mouth. Learn, then, sprinters, runners, bicyclists, etc., to breathe through the nostrils in the ordinary and natural way. Your nose was not given you by nature to ornament your face, though a nice one is a thing of joy, but to breathe through.

### EXOTICS

THE Boston Club will have six representatives on the Big Four tour. The Massachusetts Club will have nearly as many.

THE Boston Club made an enjoyable run to Downer Landing last Sunday, and disposed of a large clambake. The return was made by boat.

A FEW days since a Lowell wheelman, while riding his bicycle on the sidewalk, ran over a child. The child was seriously, if not fatally injured, and the citizens are incensed against the bicyclists.



THE RACON is the latest bicycle.

SANDERS SELLERS won the mile championship at Aston Lower Grounds, Birmingham, 13 June. The *Cyclist* thus describes the last heat. S. Sellers (1); W. A. Illston (2); R. Chambers (3). Illston started off with the lead. Chambers running last, all three holding well together. A lap and a half from the finish Sellers made his effort, and going to the front, led by a clear length on entering the last lap. The last round was something terrific; half way through Chambers drew up a little, and Sellers widened the gap, riding very wide at the corners; but Illston was not yet done with, for coming the last two hundred yards at a magnificent pace, he was within a yard of the leader at the corner, and coming down the straight with his nose on the wheel, the pair passed the line locked together amidst tremendous cheering and cries of "Dead heat!" but the judge (and rightly, too, we think) gave the verdict to Sellers by six inches. The winner was so exhausted at the finish that he barely managed to prevent running into the rails at the bottom, and then had to be almost carried off the field, whilst Illston was comparatively fresh. Time, 2.47½. Cripps won the five mile tricycle championship in 16.52½, the same day.

R. H. ENGLISH met with an accident at Aston the day before the championship, and was not in condition to do his best in the racing.

RUDGE & Co. have a case in court against the Coventry Machinists' Company, in which they endeavor to restrain the defendants from making the tandem tricycle. Not finished.

IN years gone by the Cambridge University Bicycle Club path was the scene of many a famous race, and records were frequently beaten; but since that memorable occasion, when Keith-Falconer succeeded in defeating his brother amateur, Cortis, and the two then champion professionals, Keen and Cooper, and thereby established the then two-mile record, nothing sensational had taken place until Monday, 15 June. The programme commenced with a club mile handicap, which Gatehouse pulled off easily. However, in the next race, the two mile invitation, he was beaten in the first heat, and the race was ultimately won by that rising bicyclist, M. Webber, he defeating Illston, who was second in the championship on Saturday, twice. Webber rode grandly, and in his second heat, lowered the previous best record of English, making the two miles in 5.30½. Of the other events, the one mile tandem tricycle race was the chief, and in this the previous best record was twice defeated, the heroes in this contest being P. Furnivall and G. Gatehouse. These gentlemen, in the second heat, beat the previous best record of 2.54, making it in 2.48½. In the final heat they again displayed magnificent form, and beat their own record, getting home in the good time of 2.47½.

At the conclusion of the races, Corsellis and Lee announced their intention of going for this and other records up to five miles. Record was gradually approached up to three miles, where it was lifted at 9.11; four miles, 12.18; and five miles, 15.20½.

P. T. LETCHFORD beat the mile tricycle at Alexandria Park, 13 June, making the distance in 3.1½. The best previous record was 3.3½, held by Corsellis.

NOT a single bicyclist of London took the pains to meet or join Thomas Stevens on his way through England. It was left for some tricyclists to honor the plucky traveller by meeting him north of the Metropolis and riding with him to the extremity of his English journey. At Liverpool and Brighton things were different, a number of the Liverpool Anfield Bicycle Club, Tourists Bicycle Club, Old Boys Bicycle Club, and others, and of the Kemp Town Rangers Bicycle Club, from Brighton, helping to escort the long-distance tourist in their respective districts; but even then, it was left for two tricyclists of London and two tricyclists of Brighton to give him a final send-off from the quay at Newhaven. If Stevens succeeds in his task, bicyclists will be elated indeed, the penetrating of China being an unprecedented task for a European; but the bicyclists of London cannot be said to have exhibited a hospitable or unselfish spirit toward Stevens, although the man has fifty times more claim upon their good will than any of the pot-hunting sprinters who are always being fêted and cottoned down to as heroes of the hour. — *Wheel World*.

IN the one hour safety match between T. Battensby and J. Grose, at Sydenham Palace, 18 June, the latter was the winner, making nineteen miles, two hundred and fifteen yards in one hour. The winner made nineteen miles in 59.41, the best on record.

ENGLISH records have been lowered as follows: Two miles, bicycle, 5.30½. M. V. F. Webber, Cambridge, 15 June.

ONE mile, tricycle, 3½. P. T. Letchford, Alexandria Palace, 13 June.

TANDEM tricycle, one quarter mile, forty-one seconds; half mile, 1.21; three quarters mile, 2.4; one mile, 2.47½. G. Gatehouse and P. Furnivall, Cambridge, 15 June.

TANDEM tricycles, two miles, 5.48; three miles, 8.39; four miles, 11.30; five miles, 14.22½. George Gatehouse and P. Furnivall, Cambridge, 16 June.

SAFETY bicycle, professional, nineteen miles, 59.41. J. Grose, Sydenham, 18 June.

## RACING NEWS

### Nashville Tournament.

THE two days' tournament of the Nashville Club was opened 17 June. The programme was opened with the inaugural parade, which was partici-

pated in by a large number of wheelmen of the city. The leader was Capt. J. B. Burdett; Victor Cunningham was standard bearer, and J. Knox Polk bugler. They went around the excellent track in fine style, going through a number of manoeuvres and fancy movements. After this had continued for some fifteen minutes the first race was called.

Quarter Mile. — S. S. Briggs (1), 47½; Jo Gibson, jr. (2); Geo. Hartung (3).

Half Mile. — J. B. Burdett (1), 1.41½; Henry Hartung (2); Geo. Hartung (3). This race was run twice. The first time Geo. Hartung got a good lead, but when he had crossed the line in the first round he, by some mistake, supposed that the race was over, and checked, giving the others an immense advantage, from which he could never recover. There was great dissatisfaction, and the judges decided, over Burdett's protest, to have the race over again.

Slow Race. — Henry Morris (1), 3.21½. One Mile. — J. B. Burdett (1), 3.35½; Henry Hartung (2).

Half Mile, Tricycle. — J. B. Burdett, (1), 2.23; C. C. Northern, 75 yards (1).

Two Miles. — R. Vanderford (1), 7.23½; H. Hartung (2).

### SECOND DAY.

Half Mile. — Henry Hartung (1), 3.32; B. Duncan (2); J. Gibson, jr. (3).

Half Mile, 3 in 3. — J. B. Burdett, two straight heats (1), 1.38, 1.40½.

Two Mile Handicap. — R. Vanderford, scratch (1), 7.15½; Geo. Hartung, 25 yards (2); J. B. Northern, 50 yards (3).

Fancy Riding Contest. — Geo. Hartung (1), Henry Morris (2); B. Duncan (3).

Half Mile Star. — Clarence Duncan (1), 1.55½.

One Mile, Consolation. — J. Northern (1), 3.30½; B. Duncan (2); J. D. Talbot (3).

Before the last race was run Gov. Bate was handed a beautiful floral crown, which he presented, with a neat speech, to Miss Jessie Houston, who had been elected the queen of the carnival. Miss Houston responded, thanking him for the many beautiful compliments he had paid the queen of the tournament and her court. She then presented the prizes to the winners of the races. Miss Houston was attended by a court of six young ladies.

JERSEY CITY, 19 June. One Mile. — C. E. Cluge (1), 3.48½; C. A. Stenken (2). One Mile, boys. — G. Case (1), 4.38½; F. McCoy (2).

BROOKLYN, N. Y. Two Miles. — D. H. Renton, 100 yards (1), 6.28; E. C. Parker (2).

NEW YORK, 20 June. N. Y. A. C. games. One Mile. — E. A. Hoffman, jr. (1), 3.27½; Chas. A. Reed (2), 3.30½. Three Miles. — P. M. Harris, 50 yards (1), 1.11; E. A. Hoffman, jr., scratch (2); D. H. Renton, 50 yards (3).

At the tournament of the Indiana Division, Prince Wells, of Louisville Ky., established a record for the unicycle, as

follows: Quarter, 1.34; half, 2.50; three quarters, 4.50; mile, 6.37. The half mile record was made in a race for that distance, the first day, 8 June, and the other records were made the second day. On 4 July Wells will try to eclipse this record at Columbus, Ind. He thinks he can get close to 5m.

LYNN, 27 June. — Fifty mile road race: This race has long been looked forward to, and the greatest interest taken in the event by wheelmen, and at the hour of starting, there was a large assembly of wheelmen and interested spectators. The race was promoted by Mr. Comee, of the Hotel Boscobel, and from that hotel, in West Lynn to Rowley, Mass., including four runs about Lynn Common, is exactly 50½ miles, cyclometer measurement. The start was made at nine minutes past two o'clock. The men were ranged in line in front of the hotel, and facing down Common street. The following riders started: C. H. Danforth, of the Cambridge Bicycle Club; W. A. Rhodes, of the Dorchester Bicycle Club; A. L. Jenness, of the Rockingham Bicycle Club of Portsmouth, N. H.; W. F. Whitcomb, of Boston; Gideon Haynes, jr., of the Massachusetts Bicycle Club; H. E. Lombard, of Cambridgeport; S. G. Whitaker, of the Cambridge Bicycle Club; W. A. Rowe, of Lynn; H. C. Getchell, of the Cambridge Club; W. H. Johnson, Alfred McCurdy, and Wallace Hood.

At Salem the men were checked as follows: Danforth, 2.48; Rhodes, 2.43; McCurdy, 2.42.35; Whitcomb, 3.05; Jenness, 2.41; Haynes, 2.44; Lombard, 2.46.10; Rowe, 2.41.11; Getchell, 2.47; Whitaker, 2.41.02; Hood, 2.41.22.

When the riders arrived at Salem, it began to rain, and when Wenham was reached, the rain and hail descended in torrents, flooding the roads and making them well nigh unridable, but the plucky riders pushed on, and in spite of all obstacles the two winners succeeded in lowering all previous records. Whitaker, Getchell, and Rowe retired from the race at Rowley, and returned by train. The following table will show the time that the several riders reached the twenty-five mile point and the finish: —

	25 miles.	Finish.
	h. m. s.	h. m. s.
W. A. Rhodes.....	1 45 00	3 44 10
C. H. Danforth.....	1 51 00	3 53 25
A. McCurdy.....	1 51 30	3 56 25
Wallace Hood.....	1 53 45	4 01 30
Gideon Haynes.....	1 59 00	4 07 03
H. E. Lombard.....	2 09 00	4 37 00
A. L. Jenness.....	2 07 30	5 01 00
W. F. Whitcomb.....	2 08 45	5 10 00
Wm. Rowe.....	1 48 00	.....

Rhodes, the winner, rode a Victor bicycle, and Danforth a Royal Mail. McCurdy also rode a Victor. The officials were: Referee, W. A. Barton; judges, H. W. Hayes, president, and C. L. Smith, captain of the Cambridge Club, and E. G. Cordon, of Lynn. The prizes were elegant gold and silver medals, presented by Mr. Comee.

CLEVELAND, 27 June. — The special races between Asa Dolph, W. M. Woodside, and John Brooks, took place this day: —

One mile. — Dolph (1), 3.2½; Brooks (2); Woodside (3).

Five miles. — Dolph (1), 17.22; Brooks (2); Woodside (3).

YOUNGSTOWN, O., 24 June. — The meeting of the Inter-State Bicycle Association, was a success; clubs from Cleveland, Warren, Sharon, Greenville, New-castle and Beaver Falls being present. At noon a parade was given with over one hundred wheelmen in line. At the races the attendance was very large.

The five-mile open race, prize diamond, gold medal, was won by C. M. Hall, Greenville, Penn. Time, 18.26½.

The five-mile professional race was won by John Brooks, champion of Pennsylvania; W. M. Woodside, champion of Ireland, second. Time, 15.58.

The winners in other races were as follows: —

Half mile, open: C. W. Pardee, Akron. Time, 1.28½.

Mile, novice: T. H. Beggis. Cleveland. Time, 3.21½.

Half mile Inter-State Championship: C. M. Brown, Greenville, Penn. Time, 1.39½.

Two mile, open: W. H. Wetmore. Cleveland. Time, 6.30.

One hundred yard foot race was won by J. R. Metcalf, Sharon. Time, 10½.

THE Racing Board has accepted the record made by Hendee at Springfield, 30 May, and also the tandem records made the same day.

The entries for the Boston Fourth of July cycle races close with Mr. William H. Lee, clerk of committees at City Hall, Friday evening. The races will commence promptly at two o'clock. The distances are one, two and three-mile bicycle for amateurs, three-mile bicycle race for professionals, one-mile amateur for tricycles. The board of officers is as follows: Referee, Charles H. Orr; judges, J. C. Morse, Henry S. Harris; time-keepers, L. D. Hoyt, L. Porter; starter, W. W. Stall; clerk of the course, A. L. Atkins. The races will be run under L. A. W. rules. The prizes are valuable gold and silver medals, which are well worth competing for. The professional prizes are \$50, \$30 and \$20.

THE Hartford and Springfield Clubs are now sure of their dates. The Buffalo Trotting Association has dropped from the trotting circuit, and the horse races are by this held one week earlier.

## WHEEL CLUB DOINGS

SOUTH FRAMINGHAM. — At a meeting of the Bijou Bicycle Club, the following officers were elected for the ensuing three months: President, John W. Gorman; vice-president, O. L. Fuller; secretary, O. L. Fuller; treasurer, F. D. Lincoln; captain, H. T. Fales; first

lieutenant, M. Rice; bugler, J. W. Gorman.

RICHMOND, VA. — Old Dominion Wheelmen. Organized 24 June: Officers: President, E. V. Williams; vice-president and lieutenant, J. L. Butler; captain, A. K. Schaap; secretary and treasurer, A. H. Meyer.

THE Portsmouth, O., wheelmen have in honor of their first president, who was the pioneer wheelmen of Portsmouth, named the club the "Weston Wheelmen."

## CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

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Colorado. — Geo. E. Bittering, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, Concord, Mass.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory. — C. P. Wassung, Rock Springs.

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APPOINTMENTS. — Hotel for Round Lake, Malta, N. Y.; Hotel Wentworth; hotel for Helena, Montana territory, the Grand Central.

## FIXTURES

30 June and 1 July:  
Tournament at Utica (N. Y.) by Fort Schuyler Wheelmen.

1 July:  
Third Annual Meet and Races of the C. W. A. at Woodstock, Ont.

2 and 3 July:  
Annual meet of the L. A. W. at Buffalo, N. Y. One mile bicycle and one mile tricycle championship.

3 and 4 July:  
Race meeting of Bartholomew County Wheelmen at Columbus, Ind.



THE RACON is the latest bicycle.

SANDERS SELLERS won the mile championship at Aston Lower Grounds, Birmingham, 13 June. The *Cyclist* thus describes the last heat. S. Sellers (1); W. A. Illston (2); R. Chambers (3). Illston started off with the lead. Chambers running last, all three holding well together. A lap and a half from the finish Sellers made his effort, and going to the front, led by a clear length on entering the last lap. The last round was something terrific; half way through Chambers drew up a little, and Sellers widened the gap, riding very wide at the corners; but Illston was not yet done with, for coming the last two hundred yards at a magnificent pace, he was within a yard of the leader at the corner, and coming down the straight with his nose on the wheel, the pair passed the line locked together amidst tremendous cheering and cries of "Dead heat!" but the judge (and rightly, too, we think) gave the verdict to Sellers by six inches. The winner was so exhausted at the finish that he barely managed to prevent running into the rails at the bottom, and then had to be almost carried off the field, whilst Illston was comparatively fresh. Time, 2.47½. Cripps won the five mile tricycle championship in 16.52½, the same day.

R. H. ENGLISH met with an accident at Aston the day before the championship, and was not in condition to do his best in the racing.

RUDGE & Co. have a case in court against the Coventry Machinists' Company, in which they endeavor to restrain the defendants from making the tandem tricycle. Not finished.

In years gone by the Cambridge University Bicycle Club path was the scene of many a famous race, and records were frequently beaten; but since that memorable occasion, when Keith-Falconer succeeded in defeating his brother amateur, Cortis, and the two then champion professionals, Keen and Cooper, and thereby established the then two-mile record, nothing sensational had taken place until Monday, 15 June. The programme commenced with a club mile handicap, which Gatehouse pulled off easily. However, in the next race, the two mile invitation, he was beaten in the first heat, and the race was ultimately won by that rising bicyclist, M. Webber, he defeating Illston, who was second in the championship on Saturday, twice. Webber rode grandly, and in his second heat, lowered the previous best record of English, making the two miles in 5.30½. Of the other events, the one mile tandem tricycle race was the chief, and in this the previous best record was twice defeated, the heroes in this contest being P. Furnivall and G. Gatehouse. These gentlemen, in the second heat, beat the previous best record of 2.54, making it in 2.48½. In the final heat they again displayed magnificent form, and beat their own record, getting home in the good time of 2.47½.

At the conclusion of the races, Corsellis and Lee announced their intention of going for this and other records up to five miles. Record was gradually approached up to three miles, where it was lifted at 9.11; four miles, 12.18; and five miles, 15.20½.

P. T. LETCHFORD beat the mile tricycle at Alexandria Park, 13 June, making the distance in 3.1½. The best previous record was 3.3½, held by Corsellis.

Not a single bicyclist of London took the pains to meet or join Thomas Stevens on his way through England. It was left for some tricyclists to honor the plucky traveller by meeting him north of the Metropolis and riding with him to the extremity of his English journey. At Liverpool and Brighton things were different, a number of the Liverpool Anfield Bicycle Club, Tourists Bicycle Club, Old Boys Bicycle Club, and others, and of the Kemp Town Rangers Bicycle Club, from Brighton, helping to escort the long-distance tourist in their respective districts; but even then, it was left for two tricyclists of London and two tricyclists of Brighton to give him a final send-off from the quay at Newhaven. If Stevens succeeds in his task, bicyclists will be elated indeed, the penetrating of China being an unprecedented task for a European; but the bicyclists of London cannot be said to have exhibited a hospitable or unselfish spirit toward Stevens, although the man has fifty times more claim upon their good will than any of the pot-hunting sprinters who are always being fêted and cottoned down to as heroes of the hour. — *Wheel World*.

In the one hour safety match between T. Battensby and J. Grose, at Sydenham Palace, 18 June, the latter was the winner, making nineteen miles, two hundred and fifteen yards in one hour. The winner made nineteen miles in 59.41, the best on record.

ENGLISH records have been lowered as follows: Two miles, bicycle, 5.30½. M. V. F. Webber, Cambridge, 15 June.

ONE mile, tricycle, 3½. P. T. Letchford, Alexandria Palace, 13 June.

TANDEM tricycle, one quarter mile, forty-one seconds; half mile, 1.21; three quarters mile, 2.4; one mile, 2.47½. G. Gatehouse and P. Furnivall, Cambridge, 15 June.

TANDEM tricycles, two miles, 5.48; three miles, 8.39; four miles, 11.30; five miles, 14.22½. George Gatehouse and P. Furnivall, Cambridge, 16 June.

SAFETY bicycle, professional, nineteen miles, 59.41. J. Grose, Sydenham, 18 June.

## RACING NEWS

### Nashville Tournament.

THE two days' tournament of the Nashville Club was opened 17 June. The programme was opened with the inaugural parade, which was partici-

pated in by a large number of wheelmen of the city. The leader was Capt. J. B. Burdett; Victor Cunningham was standard bearer, and J. Knox Polk bugler. They went around the excellent track in fine style, going through a number of manoeuvres and fancy movements. After this had continued for some fifteen minutes the first race was called.

Quarter Mile. — S. S. Briggs (1), 47½; Jo Gibson, jr. (2); Geo. Hartung (3).

Half Mile. — J. B. Burdett (1), 1.41½; Henry Hartung (2); Geo. Hartung (3). This race was run twice. The first time Geo. Hartung got a good lead, but when he had crossed the line in the first round he, by some mistake, supposed that the race was over, and checked, giving the others an immense advantage, from which he could never recover. There was great dissatisfaction, and the judges decided, over Burdett's protest, to have the race over again.

Slow Race. — Henry Morris (1), 3.21½. One Mile. — J. B. Burdett (1), 3.35½; Henry Hartung (2).

Half Mile, Tricycle. — J. B. Burdett (1), 2.23; C. C. Northern, 75 yards (1). Two Miles. — R. Vanderford (1), 7.23½; H. Hartung (2).

### SECOND DAY.

Half Mile. — Henry Hartung (1), 3.32; B. Duncan (2); J. Gibson, jr. (3).

Half Mile, 3 in 3. — J. B. Burdett, two straight heats (1), 1.38, 1.40½.

Two Mile Handicap. — R. Vanderford, scratch (1), 7.15½; Geo. Hartung, 25 yards (2); J. B. Northern, 50 yards (3).

Fancy Riding Contest. — Geo. Hartung (1), Henry Morris (2); B. Duncan (3).

Half Mile Star. — Clarence Duncan (1), 1.55½.

One Mile, Consolation. — J. Northern (1), 3.36½; B. Duncan (2); J. D. Talbot (3).

Before the last race was run Gov. Bate was handed a beautiful floral crown, which he presented, with a neat speech, to Miss Jessie Houston, who had been elected the queen of the carnival. Miss Houston responded, thanking him for the many beautiful compliments he had paid the queen of the tournament and her court. She then presented the prizes to the winners of the races. Miss Houston was attended by a court of six young ladies.

JERSEY CITY, 19 June. One Mile. — C. E. Cluge (1), 3.48½; C. A. Stenken (2). One Mile, boys. — G. Case (1), 4.38½; F. McCoy (2).

BROOKLYN, N. Y. Two Miles. — D. H. Renton, 100 yards (1), 6.28; E. C. Parker (2).

NEW YORK, 20 June. N. Y. A. C. games. One Mile. — E. A. Hoffman, jr. (1), 3.27½; Chas. A. Reed (2), 3.30½. Three Miles. — P. M. Harris, 50 yards (1), 1.11; E. A. Hoffman, jr. scratch (2); D. H. Renton, 50 yards (3).

At the tournament of the Indiana Division, Prince Wells, of Louisville Ky., established a record for the unicycle, as

follows: Quarter, 1.34; half, 2.50; three quarters, 4.50; mile, 6.37. The half mile record was made in a race for that distance, the first day, 8 June, and the other records were made the second day. On 4 July Wells will try to eclipse this record at Columbus, Ind. He thinks he can get close to 5m.

LYNN, 27 June. — Fifty mile road race: This race has long been looked forward to, and the greatest interest taken in the event by wheelmen, and at the hour of starting, there was a large assembly of wheelmen and interested spectators. The race was promoted by Mr. Comee, of the Hotel Boscobel, and from that hotel, in West Lynn to Rowley, Mass., including four runs about Lynn Common, is exactly 50½ miles, cyclometer measurement. The start was made at nine minutes past two o'clock. The men were ranged in line in front of the hotel, and facing down Common street. The following riders started: C. H. Danforth, of the Cambridge Bicycle Club; W. A. Rhodes, of the Dorchester Bicycle Club; A. L. Jenness, of the Rockingham Bicycle Club of Portsmouth, N. H.; W. F. Whitcomb, of Boston; Gideon Haynes, jr., of the Massachusetts Bicycle Club; H. E. Lombard, of Cambridgeport; S. G. Whitaker, of the Cambridge Bicycle Club; W. A. Rowe, of Lynn; H. C. Getchell, of the Cambridge Club; W. H. Johnson, Alfred McCurdy, and Wallace Hood.

At Salem the men were checked as follows: Danforth, 2.48; Rhodes, 2.43; McCurdy, 2.42.35; Whitcomb, 3.05; Jenness, 2.41; Haynes, 2.44; Lombard, 2.46.10; Rowe, 2.41.11; Getchell, 2.47; Whitaker, 2.41.02; Hood, 2.41.22.

When the riders arrived at Salem, it began to rain, and when Wenham was reached, the rain and hail descended in torrents, flooding the roads and making them well nigh unridable, but the plucky riders pushed on, and in spite of all obstacles the two winners succeeded in lowering all previous records. Whitaker, Getchell, and Rowe retired from the race at Rowley, and returned by train. The following table will show the time that the several riders reached the twenty-five mile point and the finish: —

	25 miles.	Finish.
H. M. S.	H. M. S.	
W. A. Rhodes.....	1 45 00	3 44 10
C. H. Danforth.....	1 51 00	3 53 25
A. McCurdy.....	1 51 30	3 56 25
Wallace Hood.....	1 53 45	4 01 30
Gideon Haynes.....	1 59 00	4 07 03
H. E. Lombard.....	2 09 00	4 37 00
A. L. Jenness.....	2 07 30	5 01 00
W. F. Whitcomb.....	2 08 45	5 10 00
Wm. Rowe.....	1 48 00	.. .. .

Rhodes, the winner, rode a Victor bicycle, and Danforth a Royal Mail. McCurdy also rode a Victor. The officials were: Referee, W. A. Barton; judges, H. W. Hayes, president, and C. L. Smith, captain of the Cambridge Club, and E. G. Cordon, of Lynn. The prizes were elegant gold and silver medals, presented by Mr. Comee.

CLEVELAND, 27 June. — The special races between Asa Dolph, W. M. Woodside, and John Brooks, took place this day: —

One mile. — Dolph (1), 3.2½; Brooks (2); Woodside (3).

Five miles. — Dolph (1), 17.22; Brooks (2); Woodside (3).

YOUNGSTOWN, O., 24 June. — The meeting of the Inter-State Bicycle Association, was a success; clubs from Cleveland, Warren, Sharon, Greenville, New-castle and Beaver Falls being present. At noon a parade was given with over one hundred wheelmen in line. At the races the attendance was very large.

The five-mile open race, prize diamond, gold medal, was won by C. M. Hall, Greenville, Penn. Time, 18.26½.

The five-mile professional race was won by John Brooks, champion of Pennsylvania; W. M. Woodside, champion of Ireland, second. Time, 15.58.

The winners in other races were as follows: —

Half mile, open: C. W. Pardee, Akron. Time, 1.28½.

Mile, novice: T. H. Beggis. Cleveland. Time, 3.21½.

Half mile Inter-State Championship: C. M. Brown, Greenville, Penn. Time, 1.30½.

Two mile, open: W. H. Wetmore. Cleveland. Time, 6.30.

One hundred yard foot race was won by J. R. Metcalf, Sharon. Time, 10½.

The Racing Board has accepted the record made by Hendee at Springfield, 30 May, and also the tandem records made the same day.

The entries for the Boston Fourth of July cycle races close with Mr. William H. Lee, clerk of committees at City Hall, Friday evening. The races will commence promptly at two o'clock. The distances are one, two and three-mile bicycle for amateurs, three-mile bicycle race for professionals, one-mile amateur for tricycles. The board of officers is as follows: Referee, Charles H. Orr; judges, J. C. Morse, Henry S. Harris; time-s, L. D. Hoyt, L. Porter; starter, W. W. Stall; clerk of the course, A. L. Atkins. The races will be run under L. A. W. rules. The prizes are valuable gold and silver medals, which are well worth competing for. The professional prizes are \$50, \$30 and \$20.

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Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

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*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

- 4 July:  
Races at Boston, Mass.  
Races at Akron, Ohio.  
Races at Chelsea, Mass.  
Races at Lynn, Mass.  
Races at Pittsfield, Mass.  
Races at Marblehead, Mass.
- 6 July:  
Big Four Tour starts from Buffalo, N. Y.
- 10 July:  
Big Four road race, one hundred miles, Cobourg to Kingston.
- 17 July:  
Down East tour.
- 18 July:  
Annual meet of N. J. division, L. A. W., at Orange.
- 20 and 21 July:  
Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.
- 23 July:  
Races of Pine Tree W. C., Bangor, Me. Two-mile state championship.
- 1 August:  
Tricycle road race by Boston Club.
- 3 August:  
Annual Cyclists' camp at Harrogate, England.
- 13 August:  
Tournament of B. C. W. at Pittsfield, Mass.
- 27 and 28 August:  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.
- 1 and 2 September:  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.
- 8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

#### TO CORRESPONDENTS

H. E. D. — The Massachusetts Division was organized at South Canton, 21 October, 1882.

X — Should prefer the level gear. You will save both weight and complication, and will find no difficulty in driving it.

C. J. K. — (1). It is a matter of choice. We prefer the rubber, others will contend for the rat-trap. (2). We know of no article for strengthening the legs. Kidding will do it. Racing men use nothing of the kind. They often use coca as a stimulant, but that does not have the effect you seek.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.** — One 56-inch half-nickelled Expert dropped handle bars, used three and a half months. A condition, cheap, \$110 cash. GEO. H. CAMEHL, Anglica, N. Y.

**FOR SALE.** — Singer Traveller tricycle, 46-inch, new, with ball bearings, nickel lamp, tool bag, and tools complete; price \$125; the greatest bargain of the season. Address SECRETARY, N. C. C., Box 779, Newbury, Mass.

**FOR SALE.** — An English bicycle, light roadster, nickel and enamelled, ball bearings, including pedals, dropped handle bars; has never been ridden; price, with stand, \$110; cost \$140; a good bargain. Address H. A. THAYER, 256 Washington street, Boston, Mass.

**FOR SALE.** — One Kangaroo bicycle; been used only a very little, good as new; \$100 cash. ALBERT CHAPEN, Box 335 Springfield, Mass.

**FOR SALE.** — One new 54-inch full-nickelled Star, with power trap and Ricker pedals; price \$90. RALPH DAVIDSON, Springfield, Mass.

**ONE 48-INCH ENGLISH BICYCLE.** — wheels bright, backbone and fork painted black, ball bearings to large wheel, tool bag and tools, also bell; in excellent order; price \$60. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — Thirty pair of good second-hand Pedals, sent to any address *viz.* express, on receipt of \$2.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — Seventy-five Warwick self-adjusting Suspension Saddles, sent *viz.* express to any address, on receipt of \$3.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — Pony Star, in good condition, new last fall, half-nickelled, rocking pedals; will sell for \$50. Address JOHN TACY, 44 Union street, Lawrence, Mass.

**FOR SALE CHEAP.** — One 52-inch and one 52-inch Expert Columbia bicycle, in first class condition. For full particulars address F. P. BARROWS, Providence.

**FOR SALE.** — One new 54-inch American Club, full-nickelled, for \$140; regular price, \$162.50. DAVIS & HUNT, Cleveland, Ohio.

**BICYCLES AND TRICYCLES.** — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.** — One 58-inch Royal Challenge, with ball bearings, hollow forks, tool bag and tools, also bell; this machine is comparatively as good as new, having been run only about fifty miles; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One new 51-inch American Star bicycle, full-nickelled; it has tool bag and tools, bell and rocker pedals; \$85 cash will buy it. ALBERT CHAPEN, Springfield, Mass.

**FOR SALE.** — One 52-inch full-nickelled Sanspareil bicycle, with 1885 head and handle bars, in excellent order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One 56-inch full-nickelled Sanspareil, with dropped handle bars, and in fine condition; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One 50-inch full-nickelled American Club, cost new \$150; price \$90; in fine order. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One 54-inch American Star bicycle; this machine has rocker pedals, Z. & S., \$2.00 luggage carrier, tool bag and tools, Hill & Tolman \$3.00 bell; the frame work is enamelled, and the spokes are bright; I will warrant this machine as good as new, and will guarantee that it has not been run more than ten miles; the best offer over \$90 will be accepted. CHARLES G. BRECK, Springfield, Mass.

**FOR SALE.** — One 54-inch, full-nickelled expert felloes, American Star bicycle; this machine has power traps, attaché, Ricker pedals, also Hill & Tolman bell, and cost \$116; it is new and has not been taken out of the crate; \$100 cash will buy it. FRANK LOGAN, Springfield, Mass.

**FOR SALE.** — One 58-inch bright and painted drop handle bar, ball bearing Standard Columbia, been run some ten miles, good as new, \$50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One Victor tricycle, good as new, \$125; write for full particulars. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One Otto bicycle, cost new \$168; been used only a very little; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One 36-inch Special Challenge bicycle; this has hollow forks, roller bearings, and is in excellent order; cost new \$20; price \$35. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One No. 5 Royal Mail racing tricycle; one 54 inch Royal Mail racing bicycle; one 52-inch Yale racing bicycle; one 54-inch expert racing bicycle; price \$115 each; write for full particulars of any of them. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.** — One 52-inch Harvard, full-enamelled with Harrington's enamel drop bars, Hancock tires, H. & T. bell, tool bag and tools; in fine order; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE CHEAP, AS I HAVE NO USE FOR THEM.** — One good pair of second-hand pedals, Hill & Tolman bell, Columbia hub light, and tool bag, all in good condition, and will sell the lot for \$7.50. RALPH DAVIDSON, Springfield, Mass.

**FOR SALE.** — One 50-inch nickelled and enameled Spaulding, light roadster; cost new in May, \$132.50; exactly as good as new, as it has not been run five miles; price \$115. JOSEPH RAFTER, Springfield, Mass.

**FOR THIRTY-FIVE CENTS IN POSTAGE** stamps the American Bicycle Company, of Springfield, Mass., will forward to any address a pair of the crescent stocking supporters, which are the best.

**FOR SALE.** — A nice lot of second-hand Acme bicycle stands; sent by express to any address on receipt of \$1.25. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**SEND \$1.00 TO THE AMERICAN BICYCLE COMPANY**, of Springfield, Mass., and receive one pair of heavy all wool bicycle hose, sizes 9, 10, 10½, and 11; the blue and black are ribbed, and the plain are brown.

**THE AMERICAN BICYCLE COMPANY**, of Springfield, Mass., have sixty second-hand bicycles and tricycles in stock, which are for sale cheap for cash.

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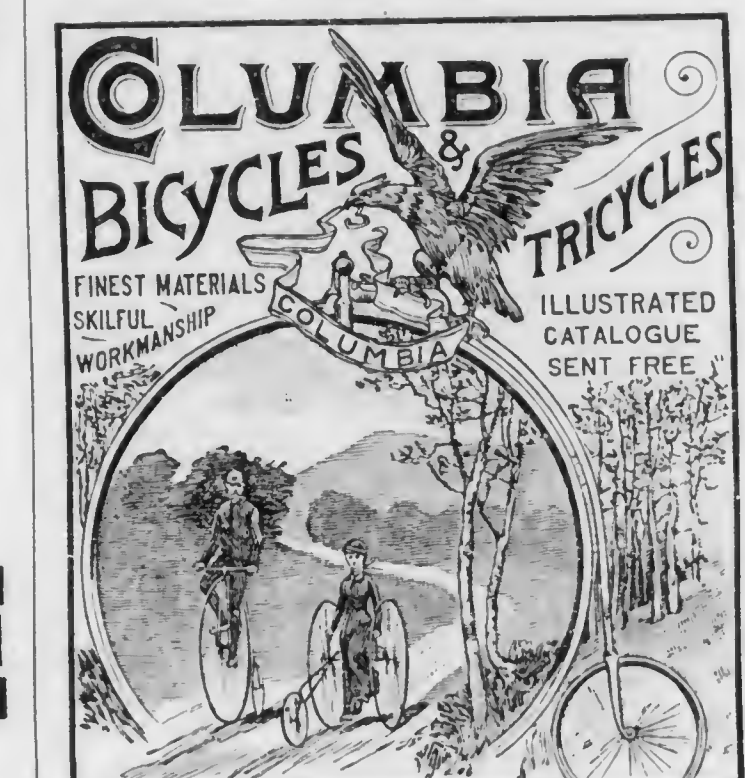
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## ENGLISH AND AMERICAN,

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TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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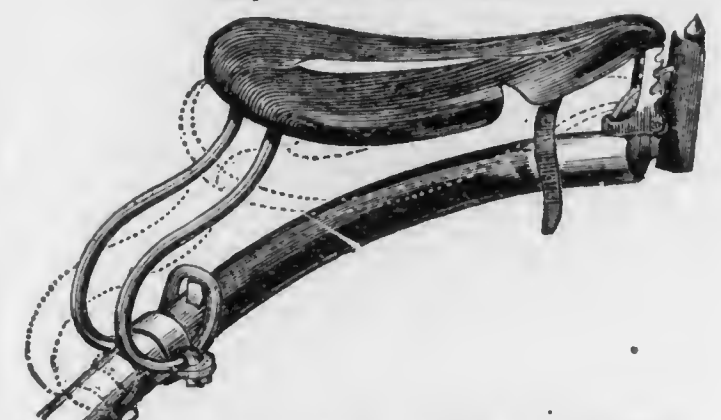
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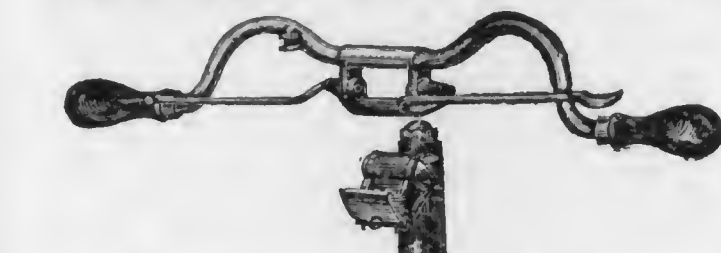
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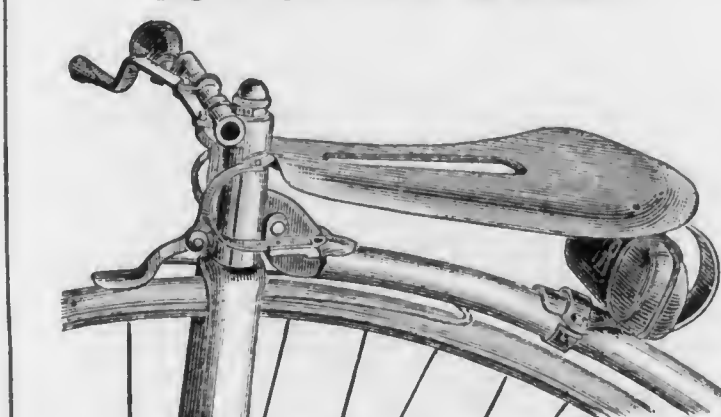
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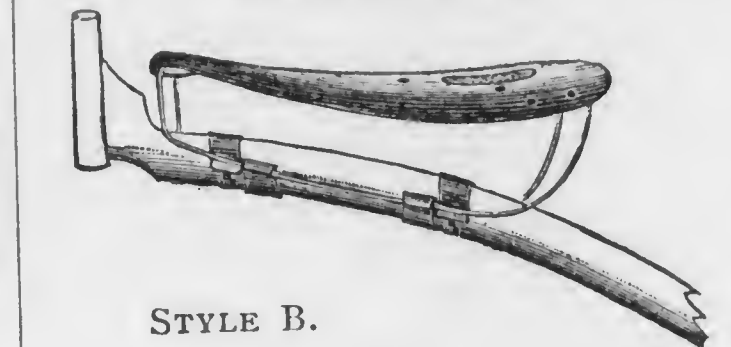
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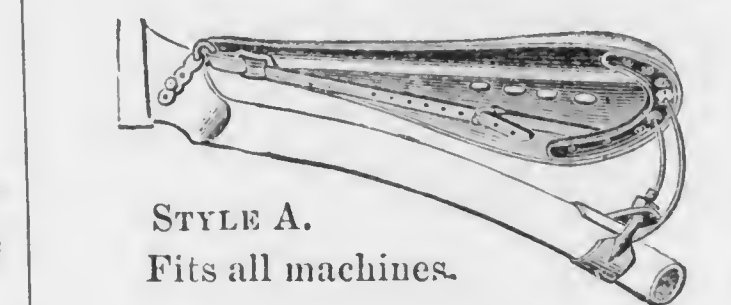
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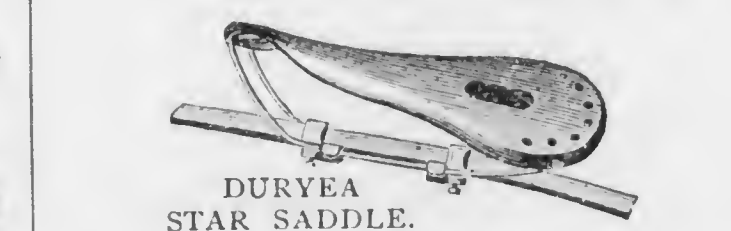


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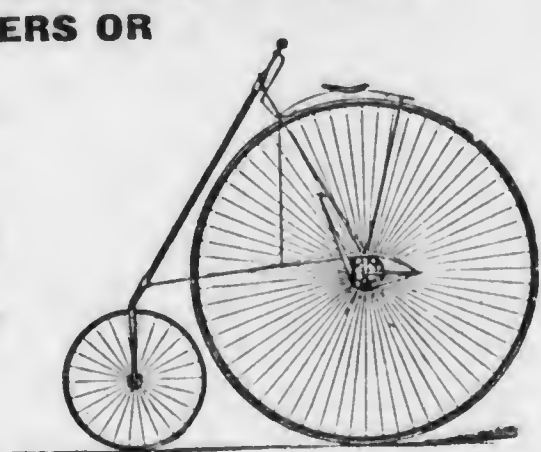
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BOSTON, 10 JULY, 1885.

Volume XI.  
Number 10.

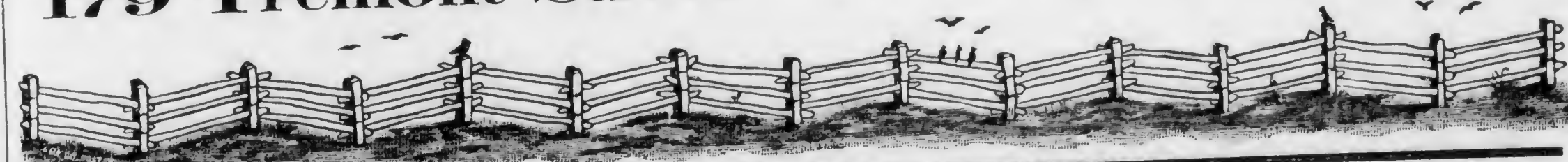
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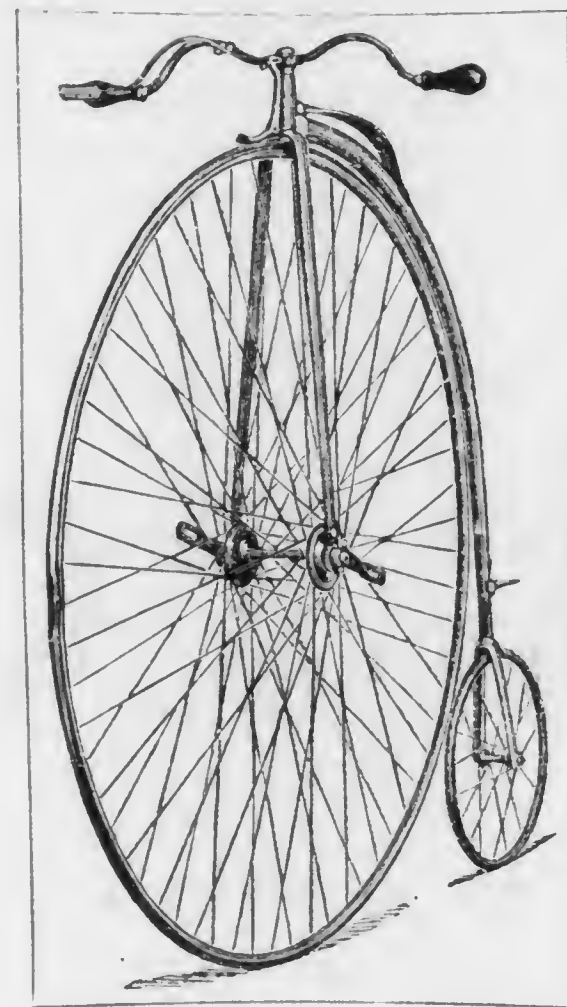


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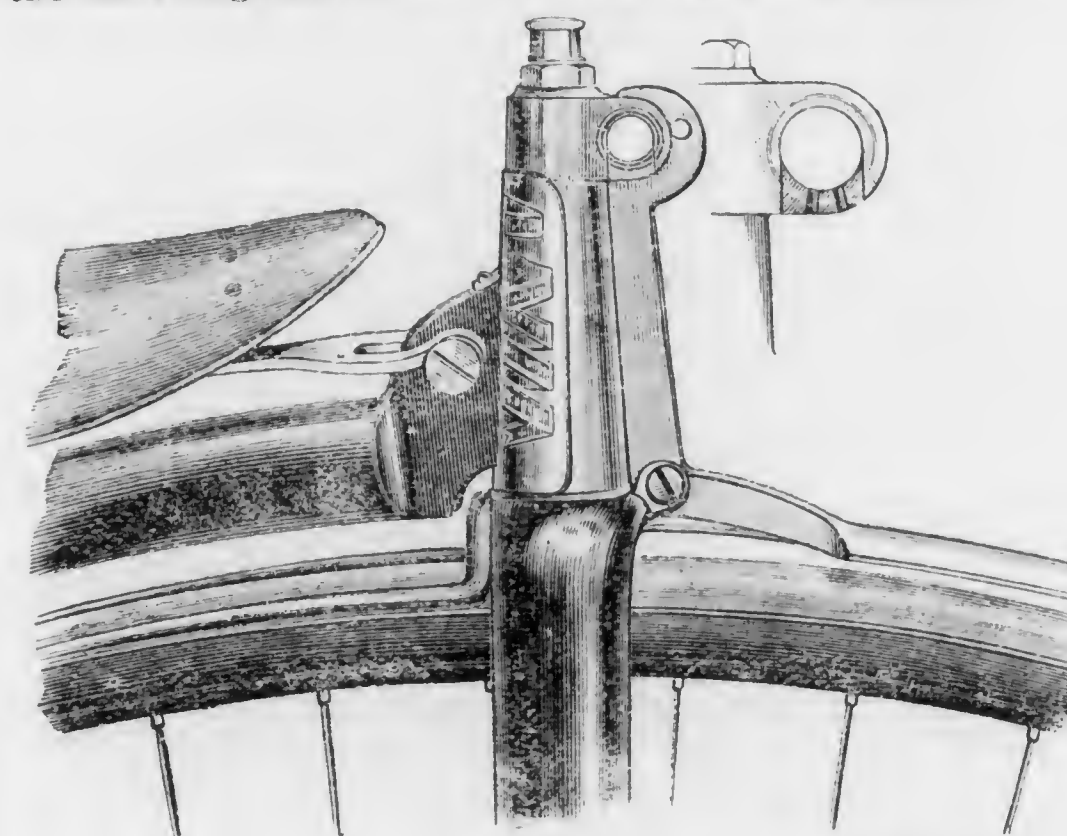
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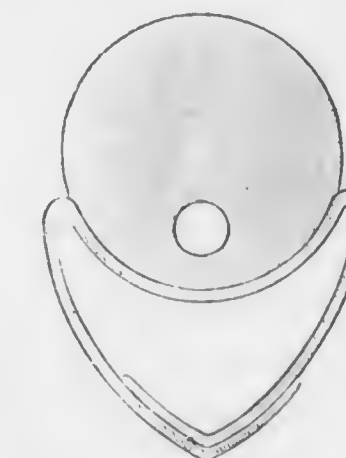
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 Smooth, black, lustrous, wears well, dries quickly,  
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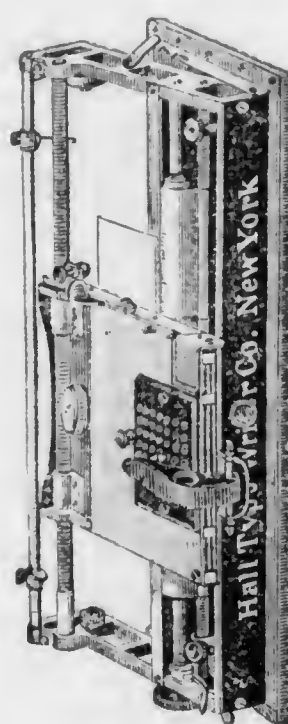
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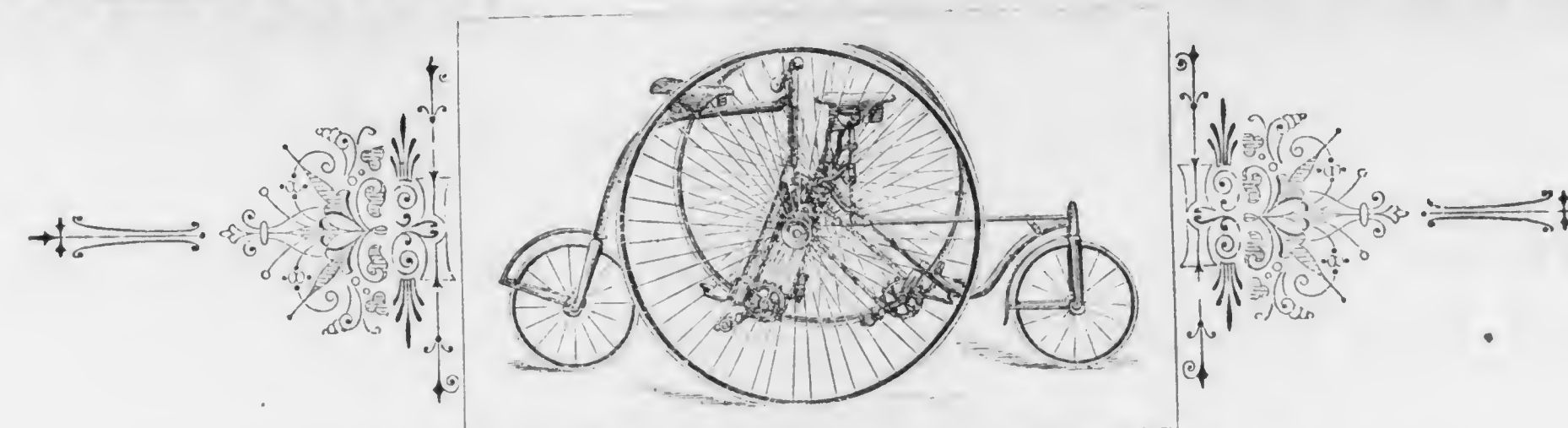


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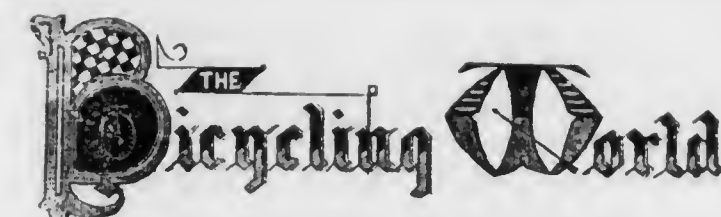
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Published every Friday

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8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

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Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 10 JULY, 1885.

### THE MEET.

THE L. A. W. Meet of 1885 has sunk into the embraces of history, with all its record, be it good or evil. In casting about for results, we must confess to a meagre display, when we count those tangible things that we look for in the records of the business meeting. Not much was done that will go on record, and yet the meet was productive of much good, for the members took decided stands upon several questions of policy, and gave expression to their minds most emphatically.

THE much discussed Amateur v. Professional question was met in its several phases. We have favored the admission of professionals to the League, and have discussed this question in these columns and in the League forum. We still believe that the step would do no harm to the League, but would help the profes-

sionals and build up the sport. We wish we could have impressed this upon the minds of the members, but they thought otherwise and we are content. The almost unanimous "No" that greeted our motion was more grateful to us than would have been a close vote, for we believe in harmony, and with a close division on so important a point as this, we should fear results. We welcome harmony even at the cost of our pet idea.

DR. BLACKHAM'S proposition to change the amateur rule was voted away with great unanimity, and a new rule proposed by us, and in harmony with the athletic associations, was adopted. The new rule is no less strict than the old one, but it is more explicit, and it sets forth in plain language what the League will in future recognize as athletic sports.

ONE important change is the omission of the clause which makes a man a professional who races under a false name. It was thought that the punishment was out of proportion to the offence; but a misdemeanor of this kind will not be overlooked, for the racing board has the power to suspend from the track for a time proportionate to the offence, any amateur guilty of such a trick as that.

THE reception given to Mr. Pratt's speech on the North Carolina case was gratifying. It evidenced that we have not mistaken the feelings of wheelmen when we have called for a vigorous prosecution of cases where their rights are invaded. We have said that the League should spend every dollar it has rather than have a precedent such as the North Carolina case established, and a proposition of this kind was passed amidst a tumult of applause. Mr. Pratt's rebuke to the committee on Rights and Privileges was timely, and not altogether undeserved. This is an important committee of the League, none more so, and their record has been conspicuous by its absence.

THE League will run its own organ the coming year, and a sample copy has been issued. The sample copy speaks for itself, and with fifty-two numbers of such a sheet each year, the members cannot well say: "We have got nothing for our dollar." We do not believe the League should publish a weekly organ. Once a month is often

enough, nor do we think a newspaper should be aimed at. But the officers are sanguine of success, and we shall watch the experiment with a deal of interest.

THE parade was a success. It was the only opportunity for the wheelmen to appear before their posts in anything like an official capacity, and courtesy demanded this of them.

THERE was one mistake made at the League Meet, which was unfortunate. The League at large wished to take up the "organ" question, but was not allowed to. The chairman of the committee insisted that that was a matter for the board of officers, and he succeeded in thwarting the efforts of the members to get at the question, through a decision of the presiding officer in his favor. It has been decided in League convention that the servant is superior to the master, and that the board has rights superior to the League itself. Dr. Blackham wanted to know, "why this assembly of League members, if they can do nothing and every important question must be sent to the board?" The query was well put. We believe the position taken was a most unfortunate one. If any number of members wanted the "organ" question they should have had it. The board is subordinate to the League. We do not believe the final result on any question was affected, but it would have saved a little friction had a different course been pursued.

THE races on Boston Common were under the direction of a non-wheelman. This was evident from the fact that an absurd rule was made debarring any one from more than one first prize. The officers might as well have picked out two or three wheelmen of established reputation and divided the prizes among them without competition. We can hardly blame the wheelmen for dividing up the races. This has been done in past years, and we have not hesitated to condemn it, but here comes a board of officials who invite wheelmen to practise the thing.

RECORD after record is suffering, and one is compelled to wonder when the limit will be reached. Times that a year ago were thought to be phenomenal are now regarded in the light of ordinary performances. The causes, we presume, are better machines, better tracks, and more men engaged in racing.



## L. A. W. Meet at Buffalo.

BUFFALO is the last city to embalm herself in the memory of cyclers, and enter history among the cities who have welcomed the national body of wheelmen. The Buffalo Club did themselves great credit by the cordial and satisfactory entertainment afforded wheelmen.

The following notice shows the action of the city council towards wheelmen:—

In order to accommodate the large number of strangers who visit the city to attend the sixth annual meet of the League of American Wheelmen, the city council of Buffalo has, on petition of the Buffalo Bicycle Club, kindly consented to suspend the ordinance forbidding the riding of bicycles upon the sidewalks from July 1 to 6 July, inclusive. You are earnestly requested to show your appreciation of this kindness by doing all in your power to prevent the use of this privilege from becoming a nuisance to others. Let it be remembered that a pedestrian has a superior right of way over any vehicle on the streets at all times, and that the yielding of the sidewalk to a wheelman must always be accepted as a courtesy and never demanded as a right. In particular you are cautioned not to use the sidewalk on Main street below Chippewa, or on the other crowded business streets, such as Seneca and Exchange, during business hours. Very respectfully yours,

THE BUFFALO BICYCLE CLUB.

## OFFICERS' MEETING.

The officers meeting was called to order at 10.15 A. M. in the lecture room of the Y. M. C. A.

The board of officers for 1884-5 adjourned, and the new board for 1885-6 immediately organized.

The following officers were present in person, and many of them carried proxies. Sixty-six votes were cast in one instance.

*Massachusetts.* Consul H. E. Ducker; representatives Abbot Bassett, W. I. Harris, H. S. Wollison, and F. E. Hawkes.

*Connecticut.* Representatives W. M. Frisbie, and Dr. W. T. Williams.

*New York.* Consul E. F. Hill; representatives W. S. Bull, F. B. Graves, J. G. Burch, Jr., I. Reynolds, Adriance, C. K. Alley, George Dakin, J. W. Clute, A. H. Scattergood, Knight L. Clapp, John C. Gulick, Robert Hibson, H. D. Brown, George R. Bidwell.

*New Jersey.* Consul Dr. G. C. Brown; representatives W. H. Parsons, and Dr. J. H. Cooley.

*Pennsylvania.* Consul E. M. Aaron; representatives C. D. Williams, E. L. Miller, George Sanderson, Jr., H. E. Bidwell, John V. Stephenson, D. K. Trimmer.

*Ohio.* Consul T. J. Kirkpatrick; representatives J. H. Boge, J. R. Dunn.

*Illinois.* Consul J. O. Blake.

*Wyoming.* Consul Frank H. Clark.

*Louisiana.* Consul A. M. Hill.

Mr. Frank H. Clark, of Wyoming, was chosen temporary chairman. The following officers were then elected:—

*President.*—Dr. N. Malon Beckwith, of New York City.

*Vice-President.*—Stephen Terry, of Hartford, Conn.

*Treasurer.*—Frank P. Kendall, of Worcester, Mass.

*Secretary.*—Editor Eugene M. Aaron, of Philadelphia, Pa.

Mr. T. J. Kirkpatrick, of Springfield, Ohio, was elected a member of the executive board, which consists of the president, vice-president, and an elected member.

The treasurer, Stephen Terry, presented his annual report, showing receipts to the amount of \$4,686.44, and expenditures of \$3,688.59, leaving a balance in the treasury of \$997.85. A committee, consisting of H. E. Ducker and T. S. Rust, was appointed to audit the accounts, at the request of Mr. Terry.

Mr. C. K. Alley, the corresponding secretary, submitted his report, in which it appeared that he had received 2,742 applications for membership during the year, 2,698 of whom were connected with divisions.

The recording secretary, Mr. Aaron, made a short report, giving a few statistics, showing a very large correspondence.

Several matters of business, including amendments to the by-laws, the adoption of a signal code, etc., were laid over till the next meeting, which was set down to follow the business meeting of the League.

## BUSINESS MEETING.

The business meeting was held in Association Hall, beginning at 2.15.

The first business was the report of the officers' meeting, which was read by Secretary Aaron. This announced the new list of officers.

The president read his annual report, which included a summary of the reports of the secretaries and the treasurer, made to the officers' meeting.

He dwelt upon the fact that there had been a magnificent increase in membership during the past year, and held that the League now stands at the head of all other organizations of like character. He congratulated the members that the old and cumbersome rules and regulations had been done away with. The investigations of a committee appointed to consider the matter of the publishing of an official organ of the League has resulted in a method which promises all that can be desired. A weekly paper, called the *L. A. W. Bulletin*, will be published in the future, and it will be made the official organ of the association. Dr. Beckwith paid a very complimentary and flattering tribute to the hard work done by the racing board and transportation committee during the past year. Within the past few months a committee on touring has been appointed, and he urged that this feature should be the especial care of the L. A. W., and should become one of the most popular interests of bicycling. In conclusion, Dr. Beckwith said: "We enter a widened field of usefulness and operations. Much has been accomplished

in the few short years of our existence as an organization, yet only the initiatory step has been taken. To each and all of us there opens a sphere of usefulness. Let not the responsibilities of the future be assumed by a few willing and ardent workers. The possibilities of the L. A. W. almost outstrip conception. The almost unparalleled growth of 'cycling in this country gives to it a national character. How eminently fitting is it then, that we, the great national organization, should assume the direction and development of its many resources."

The committee on credentials reported a list of proxies held by representatives present from clubs.

The committee on membership, through its chairman, Mr. E. F. Hill, presented a report, giving statistics of the cases that had come before it, the protests, etc.

The racing board presented a report through its chairman, Abbot Bassett, which was not read, but which will appear in the official gazette. It gives a list of accepted records to date, a list of the assignments of championships, etc.

A vote of thanks was passed to the transportation committee for its valuable work done during the year. Its report appeared in the official gazette.

A report was read from the newly appointed touring committee, B. B. Ayers, chairman. They recommended that each chief consul appoint a touring committee of three or more in their respective States. It should be the duty, of these committees to ascertain the best touring routes by observation, inquiry, etc., and publish the same in the official bulletin. Referred to board of officers:—

The special committee on the North Carolina case through its chairman, John C. Gulick, made a report. He said that his committee had been in communication with the wheelmen of North Carolina, and an opinion on the case had been received from Judge D. L. Russell, of that State. The judge went into an examination of the case, and saw little hope for wheelmen, should they decide to go to law in the matter. He announced that he was willing to try a case, but thought the result would be adverse to the interests of wheelmen, and it was not advisable to go into the thing with so little hope of success.

Mr. Charles E. Pratt said that perhaps it was presumptuous to criticize an opinion such as this was from hearing it read but once; but there were one or two statements made so entirely at variance with established law, that he thought the writer must have been either prejudiced, or he had given little time to an investigation of the case in all its bearings. The only view the law takes against the passage of a vehicle on the highway, is one dependent upon the condition in which the highway is left after the passage of the vehicle. In a case brought to court against street cars, it was decided that the rails laid down did not impede travel, and that therefore the

cars had a right to the highway. With this fact in mind, he did not think it wise for the League to give up action in this case because an adverse opinion had been given. It will establish a bad precedent to drop this thing now. If the highway in North Carolina can be stopped, other States will fall into line against wheelmen and turnpikes, will be closed. If turnpikes are closed the step to closing the highways will not be slow. There are two ways to go to work. We can make a test case, and carry it into the courts, or we can get the legislature to repeal the bill. He was sorry not to have heard a report from the committee on rights and privileges, and he hoped that that committee would be called upon to make some statement of the condition of things under their especial care. At the League Meet in Newport, the most popular theme was the rights of wheelmen. To defend and to extend these rights was the incentive for the formation of the League. The wheel has a constitutional right to the highways, and the courts will not fail to give it to us. Three cities in the South have recently prohibited the use of bicycles in the streets. In one case the wheelmen have procured a repeal of the law. This question is continually coming up in the South and the West, and it should be met at once and decidedly.

Mr. Pratt's remarks were met by tremendous applause, and it was evident that wheelmen were with him. In fact, so violent was the applause that the people below sent up a request that it be not repeated, as they feared it would knock down their ceiling.

Dr. Blackham said that he was much interested in this matter. He belonged to the League simply because he believed it could and should work in this direction. He hoped to see the day come when wheelmen would be admitted to every park and street in America, not as a concession, but as a right. He hoped the North Carolina case would be prosecuted if it took every dollar in the League treasury. He moved that it was the sense of the meeting that the board of officers prosecute this case if it took every dollar in the treasury.

Mr. Pratt added—"and all that may be subscribed."

Other remarks were made of the same tenor, and the motion finally passed.

H. S. Livingston tried to bring up the League organ question. He thought this was a matter properly within the province of the League at large.

Dr. Beckwith decided that the matter was before the board of officers, and referred to the meeting of the afternoon from the meeting of the morning, and the League had no power to take it up.

Upon appeal, the Chair was sustained.

Dr. Blackham proposed his amendment to the by-laws of the League, making a change in the amateur definition.

Dr. Butler, of Buffalo, moved that all amendments to the by-laws be referred to the board of officers.

Mr. Kirkpatrick hoped the motion would not prevail. The question was one of great importance; and he thought the League members should have a chance to vote on it.

The motion did not prevail. Dr. Blackham then brought up his amendment, but Mr. Bassett asked as a favor that he withdraw it, and let him bring up his proposed amendment to the constitution, which contemplated admitting professionals to the League. Dr. Blackham withdrew his motion.

Then followed a very lively discussion, in which Mr. Bassett stood alone in advocacy of admitting professionals to the League. He tried to draw the attention of those present away from certain unworthy men who had disgraced cycling and towards certain others, not racing men at all, but good, worthy fellows who were professionals from their occupation. He cited the cases of other societies who had admitted professionals with no loss to themselves, and hoped that the League would see fit to say in future, "Is this a worthy man?" not alone, "Is he amateur or professional?" If he is a worthy man and a professional, let him come and join us.

The question was further discussed, but Mr. Bassett was the only speaker on his side of the question. There seemed to be but one opinion, and that was in favor of a strict amateur association. When the vote came it was overwhelming and conclusive, and the question was buried so deeply that it will hardly arise again at present.

Dr. Blackham then presented his proposed amateur law. It read as follows:

"An amateur is a person who has never competed nor exhibited his (or her) skill, speed, strength or endurance on a bicycle or tricycle (or other similar vehicle) for a money stake, nor for public money, nor for gate money, nor under a false name, nor for money in any shape, whether for expenses or salary."

He moved that the matter be referred to the board of officers, with instructions to incorporate it in the by-laws. Mr. Bassett said he had an amateur law, which he would like to go to the board with that of Dr. Blackham, and he presented the following:

## AMATEUR LAW.

An amateur is one who has never engaged in, nor assisted in, nor taught cycling or any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional by

(a) Engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize or gate money.

(b) Competing with, or pace making for, or having the pace made by a professional in public or for a prize.

(c) Selling, realizing upon or otherwise turning into cash any prize won by him.

(d) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tugs of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating.

Dr. Butler moved the latter definition be substituted for that of Dr. Blackham, and this was carried.

Mr. Betts moved that the board of officers be instructed to make a proviso in the by-laws, allowing members to be represented by proxy whether they belong to League clubs or not. The matter was referred to the board without instructions.

Mr. Kirkpatrick moved that the racing board be requested to consider the question of framing handicaps for machines, giving an advantage to a roadster over a racer.

Hearty votes of thanks were tendered to the retiring officers, to the common council of Buffalo for the freedom of the city sidewalks, to Col. Waud for his tender of the sixty-fifth regiment drill hall in case of wet weather on the day of the races, and to the Buffalo Bicycle Club for hospitalities extended and promised. The meeting then adjourned.

## OFFICERS' MEETING.

The officers assembled immediately after the business meeting.

Mr. Bassett's amateur law was taken up and promptly passed.

Mr. Betts proposition to allow non-League club members to vote by proxy was indefinitely postponed.

The North Carolina case was taken up. Mr. Pratt was asked to act as counsel for the League, and accepted the position, offering his services gratis. He advised a careful prosecution of the case, and suggested several ways to bring it up. A wheelman can demand the right to travel over the turnpike for pleasure, and another for business; and also a wheelman, bound through the State, can demand a passage over the pike, on the ground that he has the right to use the highway in going from one point to another, if it lay directly in his path. Mr. Pratt presented several other views of the case, all of which were well received. The matter was placed in the hands of the executive board.

Regarding the official bulletin, the editor said that a new law of the post-office department had gone into force, and now it would be unnecessary to form a company, such as was proposed in the committee's report.



On motion of Mr. E. L. Miller, it was voted to incorporate the League.

The proposed signal code was referred to the president.

Mr. Hutchins, of Springfield, submitted a number of bugle calls, which he proposed to publish in book form and sell to members. A member suggested that bugle calls were all very well, but something better was wanted; something that any wheelman could use or understand. If a cyclist breaks down on the road, there should be a whistle call to summon some one to his assistance, and numerous other cases were cited where a call would be useful. The board then adjourned *sine die*.

#### SECOND DAY.

Compared with the first, the second day was perfect. It was a little lowering in the morning, but the clouds departed, and nature put on a smiling face.

#### THE PARADE.

The parade was a little late in starting, but finally got under way in the following order:—

Mounted police.

Pacemakers, Albert G. Mang and Frank E. Drullard.

Plogsted's Sixty-fifth Regiment band. Commander, Dr. N. M. Beckwith.

Staff—Stephen Terry, Hartford; Col. Albert A. Pope; Charles K. Alley, Buffalo; George H. Day, Hartford; Burley B. Ayres, Chicago; Dr. A. G. Coleman, Canandaigua; G. Sanderson Jr., Scranton; and W. I. Harris, Boston.

Adjutant, George R. Bidwell.

#### MASSACHUSETTS DIVISION.

Commander, Chief Consul Henry E. Ducker.

Massachusetts Bicycle Club ..... 5

A. L. Atkins, captain.

Springfield Club ..... 13

W. N. Winans, captain.

Greenfield Club ..... 4

F. R. Hollister, captain.

Northampton Club ..... 1

#### NEW YORK DIVISION.

Commander, Chief Consul E. F. Hill.

Yonkers Club ..... 11

H. O. Talmage, captain.

Albany Club ..... 14

A. H. Scattergood, captain.

Ixon Club, New York City ..... 12

P. M. Harris, captain.

Mt. Vernon Club ..... 1

Trojan Wheelmen of Troy ..... 24

J. R. Torrance, captain.

Ariel Club, Poughkeepsie ..... 1

Binghamton Club ..... 11

W. H. Stone, captain.

Buffalo Bicycle Club ..... 64

George Dakin, captain.

Kings County Wheelmen ..... 14

E. F. Fiske, captain.

Genesee Club of Rochester ..... 27

S. C. Piper, captain.

Lock City Wheelmen ..... 11

C. A. Ward, captain.

Batavia Club ..... 20

C. W. Gardiner, captain.

Randolph Club ..... 5

O. M. Jeffers, captain.

Hornellsville Club ..... 8

F. C. Pringle, captain.

Allegany County Wheelmen ..... 8

E. G. Latta, captain.

Citizens Club of New York City ..... 14

Simon Ford, captain.

Unattached ..... 28

Lyons Club ..... 7

J. M. Happler, captain.

#### NEW JERSEY DIVISION.

Commander, G. Carlton Brown.

Brunswick Club of New Jersey ..... 20

F. Provost, captain.

Hudson County Wheelmen ..... 11

D. G. DeWitt, captain.

New Jersey Wheelmen ..... 13

G. P. Williams, captain.

#### PENNSYLVANIA DIVISION.

Commander, E. M. Aaron.

Philadelphia Club ..... 10

E. L. Miller, captain.

Keystone Club of Pittsburgh ..... 9

P. S. Johnson, captain.

Scranton Club ..... 15

A. J. Kolp, captain.

Alpha Club of Bethlehem, Pa. .... 6

F. J. Seibert, captain.

Williamsport Club ..... 7

Dr. N. R. Hubbard, captain.

Germantown Club ..... 16

F. S. Harris, captain.

Pennsylvania Club of Philadelphia ..... 15

C. A. Roberts, captain.

Penn City Club ..... 8

H. B. Morrill, captain.

Wellsboro Wheelmen ..... 10

F. A. Deans, captain.

Bradford Club ..... 5

R. L. Edgett, captain.

Newcastle Club ..... 10

H. W. Terry, captain.

#### OHIO DIVISION.

Commander, T. J. Kirkpatrick.

Cleveland Club ..... 35

H. R. Payne, captain.

Champion City Club of Springfield .. 2

Cincinnati Club ..... 3

Findlay Club ..... 5

Massillon ..... 3

Unattached ..... 4

#### CONNECTICUT DIVISION.

Commander, W. H. Hale.

New Haven Club ..... 3

Hartford Club ..... 2

New London Club ..... 1

Waterbury Club ..... 1

New Britain ..... 1

#### MICHIGAN DIVISION.

Commander, L. D. Munger.

Detroit Club ..... 16

L. D. Munger, captain.

#### ILLINOIS DIVISION.

Commander, J. O. Blake.

Hermes Club of Chicago ..... 3

H. D. Higinbotham, captain.

Rockford Club ..... 3

St. Louis Ramblers ..... 2

Chicago Club ..... 21

W. G. E. Peirce, captain.

IOWA DIVISION.

Ottumwa Club ..... 2

CANADIAN WHEELMEN.

Montreal Club ..... 5

L. Rubenstein, captain.

Belleville Ramblers ..... 1

Seaforth Club ..... 5

E. C. Coleman, captain.

Simcoe Club ..... 5

A. W. Donly, captain.

Woodstock Club ..... 10

W. A. Karn, captain.

Wanderers of Toronto ..... 6

A. Daniel, captain.

Toronto Club ..... 3

Hamilton Club ..... 2

The figures given above were those reported to the adjutant. We counted 605 riders in the park, but a count earlier made the number 636. There were six tandem tricycles, one tandem bicycle, about a dozen tricycles, and a unicycle.

Kaufman of Rochester, rode the unicycle over the whole route. One lady appeared in the procession on the front seat of a tandem. The first on record, we believe.

The parade contained no club with a large representation and lacked the charm possessed by the League parades of former years, where clubs with full ranks have shown to great advantage.

C. H. Potter, of Cleveland, who recently broke his ankle, rode in the parade on the front seat of a tandem, his mate behind doing all the work.

"Tommy" Lane, of Montreal, and his little Tommy, were in the parade. The latter rode the whole distance, and attracted much attention to his diminutive form.

Several men from Canada, not members of the League, were not allowed to parade, and were much incensed. The Scranton (Penn.) Club, furnished napkins at the collation. They were Japanese, and contained an advertisement of their tournament.

The route was six miles long, and principally through the beautiful park system of Buffalo. In the whole distance there were but two blocks of paving. The rest was smooth asphalt. At the Front the parade was dismissed, and a picture was taken by grouping the wheelmen on the hill side.

A small flag with a copy of the League badge was gotten out for decorating purposes, and this was seen everywhere.

On Delaware and Linwood avenues and on Franklin and North streets, there were many residences handsomely decorated, a compliment much appreciated. In front of several houses were placed the bicycle of the enthusiast of the family, neatly trimmed with bunting, and one of them was covered with flowers. The little L. A. W. flags were mostly used, and it was not uncommon for a party of ladies, on a veranda, to each be possessed of one of them, and they waved them, with earnest spirit.

# RUDGE RACER

## THE "RECORD BREAKER."

This celebrated Racing Machine is unquestionably the fastest and strongest machine ever built, and stands without a rival as

### THE KING OF THE PATH.

BUILT  
ESPECIALLY  
— FOR —  
AMERICAN  
TRACKS.

LARGE  
STOCK  
JUST  
RECEIVED.



NOTE.--The One-Mile Championship of England for 1885 was won by Sanders Sellers, June 13, on a 58-inch

## RUDGE RACER.

— SOLE U. S. AGENTS. —

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A RIGID LIGHT ROADSTER, PERFECTLY MADE IN EVERY DETAIL.

NO OTHER WHEEL IN THE MARKET has its tangent spokes tied as strongly. The ROYAL MAIL winds its spokes SEVEN TIMES, giving great firmness and rigidity. We invite wheelmen to examine this feature of strength. The ROYAL MAIL has very stout round edge Forks. The ROYAL MAIL has good Rake. Its high reputation has been gained by its splendid performances on Road and Track.



We wish to call especial attention to the fact that most of above as well as nearly all last year's wins were made on the ROYAL MAIL Light Roadsters (not Racers). Such a wheel, light, rigid, true running, spokes firmly tied, and made in every detail with greatest nicety, fit either for road or path use, has certainly for wheelmen great merit, and we offer as such the ROYAL MAIL.

DON'T FAIL TO EXAMINE ONE OF THESE 1885 PATTERNS.

WM. READ & SONS, 107 Washington St., Boston.

SOLE AMERICAN AGENTS.

## LATEST PERFORMANCES OF ROYAL MAIL STILL LEADING.

- At King's County Meet at Brooklyn, 3-mile race won on Royal Mail.*
- At Woodstock, Canada, July 1st, 1-mile race won on Royal Mail.*
- At Woodstock, Canada, July 1st, 5-mile race won on Royal Mail.*
- At Buffalo, July 3d, 2-mile race won on Royal Mail.*
- At Holyoke, July 4th, 1-2 mile race won on Royal Mail.*
- At Boston, July 4th, 2-mile race won on Royal Mail.*
- Eight of twelve races at Memphis, in May, won on Royal Mail.*
- At Springfield, Hunter won the 1 and 5-mile on Royal Mail.*
- At New Haven, the Pope Cup won by Hunter, for the second time, on Royal Mail.*
- At Baltimore, Crist won on Royal Mail.*
- At Brooklyn, Haven won 3-mile handicap on Royal Mail.*

W. Va., is having a steam quadricycle built, and claims for it a speed of thirty miles an hour. Might as well say forty, and take a little longer drop.

A STRANGER, riding from Kansas City to McPherson on a bicycle, was arrested Monday for attempting to wheel over the bridge, against which some wise individuals have provided an ordinance. Like outrages have been committed upon several of our local wheelmen, and they, one and all, submit with a meekness that is surprising. The bridge is a public thoroughfare, and the wheelmen have a right to use it. The action of the officers is little short of blackmail. — *Topeka Lance.*

J. BOWMAN, of the Oakland Bicycle Club, claims to have recently made two bicycle runs, one of twenty and the other of twenty-four hours' duration, with an interval of eleven hours between, commencing at midnight, 30 May, and ending 2 June, at 6 47 A. M. In the first run 167 miles were covered, and in the second 200 miles, a total of 367 miles ridden during the whole trip. The time from starting to ending was 54h. 47m., or two days and two and a half nights, one of the nights being occupied in sleep. The night-riding was done by the aid of a small hub-lamp, and was necessarily slow work, as a rider with a lamp spends almost as much time in dodging imaginary obstructions as he does in straightforward work. About fifty of the two hundred miles were ridden against a headwind.

THE directors of the Cunningham Company had a meeting on the second inst., and appointed as trustee Mr. Charles F. Perkins, of Boston, who will settle the affairs of the company. The business of the company will be temporarily carried on by the Weston Supply Company, at 179 Tremont Street.

THE badge of the "Big Four" tourists is a round velvet one bearing in its centre a large figure 4.

## EXOTICS

IN the ten-mile championship race at Leicester, 20 June, Fred Wood succeeded in beating Howell for the first time this season. Wood has been handicapped by a broken arm, but seems to be getting into his old form. F. Wood (1), 33:30½; R. Howell (2); F. Lees (3).

F. W. GIBB won the thirty miles road tricycle championship of the Edinburgh T. C., on 2 June, in the fast time of two hours, eleven minutes.

WHAT would people have thought a few years back of a machine in which a passenger could be taken from Coventry to London in a day, without fatigue, and sleep whilst travelling! Yet this has been accomplished by one of Starley and Sutton's new "Coventry Chairs"—a run of ninety-five miles in about twenty-two hours, including all stoppages, carrying a lady and some luggage.

JAMES LENNON was announced to start on the John o' Groat's trip on Monday, 29 June.

THE remarkable ride of H. R. Goodwin on a Facile, is the theme of conversation on all sides. He left Land's End 1 June, at 3.45 A. M., and rode to John-o'-Groats in seven days thirteen hours thirty-five minutes. He stayed there but two and a quarter hours, and then started back, completing the double journey in fifteen days nineteen hours forty-five minutes. He then rode to London, which he reached Saturday, 20 June, at 3.45 A. M., having occupied nineteen days on his journey, and travelled 2,054 miles. He averaged 108 miles a day, and five times he made 125 miles in the day. His tire was worn down to the rim. Mr. Goodwin is a teetotaler. He drank soda and milk, tea, coffee and cocoa, but found lemonade detrimental. His record stands:—

To John-o'-Groats, 873 miles, 7d. 13h. 35m.  
To Land's End, 1,754½ miles, 15d. 19h. 45m.  
To London, 2,054 miles, 19d.

## From a Feminine Point of View.

I AM not an Anglomaniac. Far be it from me to prefer the things of another land to those of my own. And yet, when I get up from reading about what they do in England in the cycling line, I cannot but wish that my own dear country had taken the advanced steps that the mother country has.

I HAVE just been taking another peep at Mr. Hillier's admirable articles on touring, and although they are not in all cases adapted to America, I find many very useful hints in them.

OVER there the lady riders have increased to such an extent, that the tailors and drapers, and the modistes cater for their trade, and are prepared to make articles of apparel adapted for wear on the wheel. Here there can be no such condition of things, for the demand has not yet been felt.

MR. HILLIER has a long article on undergarments. He says: "Ladies' undergarments, for the most part, follow very closely the design of the male costume—in fact, with trousers, knickerbockers, or divided skirts, the undergarments are most conveniently made on this model, whilst the material must be flannel only."

MRS. PHILPOT writes: "I suppose no lady has ridden five miles, and failed to discover for herself that if she would enjoy the exercise with any comfort it is imperatively necessary that she should have her underclothing made entirely of flannel. For this purpose a good fitting combination garment answers as well as anything I know of. Firstly, it is the least clumsy method of being entirely clothed with flannel; secondly, there is abso-

lutely nothing that can become disarranged; and thirdly, it affords equal protection and warmth to all parts of the body."

HERETOFORE I have been in delightful harmony with the writers of these articles, but now I find myself at decided variance, for I read further from Mrs. Philpot: "Very early in my riding days I discarded the comparatively heavy corsets of every day use, and adopted precisely the same small light kind ladies wear when riding horseback. These corsets being very short, allow considerable freedom of movement, while they secure the necessary support and appearance to the waist."

AND Dr. Stables on "Health Upon Wheels" says: "But about corsets. As a medical man who has carefully considered the subject, I must say I approve of them if they are light and not tight. They give support to the spine and thorax, but if they hank the body at all, they seriously interfere with the freedom of the most vital organs in the body."

NOW I want to put my foot down, and put it down very seriously upon the corset. There is no excuse for it, and I am surprised to see a medical man indorsing it.

I HAVE found this steel ribbed monster in the path of too many ladies who have essayed the tricycle. Only last week I allowed a lady friend to try my machine, and she had little or no success with it, simply because she was laced so tightly.

A GENTLEMAN of my acquaintance told me that his wife had tried a machine, but could not climb hills nor go fast, and a ride of two miles gave her no end of trouble. A glance at her spider waist told the story. The corset.

MRS. PHILPOT says the corset secures "the necessary support and appearance to the waist." Why necessary? The same lady has said regarding the shoe (I gave her remark last week). "Ladies intent on riding must throw away, with several other little bits of vanity, the desire to make the feet look as small as possible." Oh, that Mrs. Philpot had reckoned among those "other little bits of vanity," the desire for a taper waist at the expense of comfort and health.

THERE are waists made in these days that fit the form and support the skirts from the shoulders. In these waists one has freedom of movement and ease of respiration.

A WOMAN caged in corsets cannot take a long breath. Let them be laced never so loosely they will bind somewhere, and, to get rid of pressure is about impossible.



I GAVE up the corset years ago, and have never regretted it. The tricycle will do a good work for women if it drives the corset out. There is no more use for the corset with women than with men. I know that some vain and foolish men wear them, and I know how these men are regarded by the world. The time will come when the woman who wears a corset will be an object of pity.

ON the stocking question a lady writes:—"All wool knitted or woven stockings—cotton cause sore feet and blisters. Color, black, grey or brown—white, scarlet and yellow to be avoided."

A LADIES' tailor writes to one, who wishes to know if she can make her own costume. "Certainly, you can make your own cycling garments at moderate cost. The advantage of tailor-made costumes is the superior cut and style. After many years' experience in making and selling every kind of reformed dress for ladies, we are decidedly of opinion that the more nearly a lady's cycling underdress approaches in style that of the other sex the more comfortable and graceful she will be. Our advice is to have all the undergarments made to fit loosely without gathers, pleats, or folds. We take it for granted that all are of woollen texture. For knickerbockers or trousers, we most decidedly say apply to a good ladies' tailor, for these articles to be comfortable, should be cut by experienced hands, and home-made ones are apt to be a failure."

A LADY writes:—"Our own underdress, which we have worn constantly for seven years, answers admirably for tricycling. In fact, nothing can exceed its lightness and comfort. Its thickness of texture varies with the season. A woven combination reaches from neck to wrists and ankles. Carefully cut knickerbockers, just loose enough to give freedom of movement, come to the knee. Cashmere stockings rolled over under the knee. Garters are not required, as the stockings cling closely to the woven combination, and never crease. A flannel bodice completes our underdress."

I AM now having made a complete outfit, similar in design to those suggested by these writers, and at some future date I may tell your readers my experience. The corset will not form a part of the dress, for having once emancipated myself from that slavery I would not return to it for untold gold. DAISIE.

## RACING NEWS

THE third annual tricycle road race of the Boston Club will take place Monday, 3 August, instead of Saturday, as previously announced. The course being from Bailey's Hotel, South Natick, to the club-house, 87 Boylston street. The start will be made at six o'clock, and the exact route will be published later. The

prizes will be gold and silver medals. The entries close 1 August at 12 M., with W. H. Edmands, 87 Boylston street, and must be accompanied with a fee of \$1.00.

THE Dorchester Club is thinking of giving a road race for either twenty-five or fifty miles, open to all amateurs, in the near future, and as the roads in that vicinity are among the best in the State, it is not improbable that some records may be made. League representative, Dr. W. G. Kendall, will probably offer a gold club championship medal to be ridden for at the same time; and as Rhodes is likely to be in the open event, it is expected that there will be many entries for the club championship.

PRINCE is defending his title. He has addressed a challenge to Brooks and Woodside as follows: "I will race Woodside or Brooks, five, ten, or twenty miles, allowing them to ride alternately, and relieve each other at any part of the journey, so that each ride even distances. I am also willing to give Dolph a start of twenty yards in one mile, to run in Chicago for a purse or stake."

BOSTON, 4 July.—City races. *One Mile*.—W. A. Rowe (1), 3.9½; S. G. Whittaker (2), 3.10½; H. W. Gaskell (3). *Three Mile, Professional*.—R. A. Neilson (1), 10.4¼; C. J. Young (2), 10.23. *Two Mile*.—C. F. Haven (1), 6.29½; W. A. Rowe (2), 6.32½; A. Anderson (3). *One Mile, Tricycle*.—Wm. A. Rhodes (1), 3.44½; Geo. Seymour (2), 3.49; H. W. Gaskell (3). *Three Mile*.—H. W. Gaskell (1), 10.1¼; S. G. Whittaker (2), 10.20½; W. F. Whitcomb (3). A very stupid rule was made, under which no person was allowed to take two first prizes. In consequence, the fast men laid back for second place after taking a first, and the racing was a farce. The track was atrociously abominable, being filled with soft spots.

LYNN, 4 July.—City races. *Two Mile*.—W. A. Rowe (1); Charles E. Whitten (2); Charles Whitney (3). *One Mile*.—Geo. Porter (1). *One Mile, Boys*.—A. E. Wiswall (1). *One Mile, Novice*.—W. Lewis (1). *Three Mile*.—W. A. Rowe (1). Track around the common, four fifths of a mile.

SALEM, 4 July.—City races. *One Mile*.—Charles Abbott (1), 2.54; Robert Burns (2), 2.54½; B. F. Nason (3). *Three Mile*.—Fred McCurdy (1), 9.23; F. R. Safford (2). *Five Mile*.—Fred McCurdy (1), 15.30; R. Burns (3). The prize in the three mile race was given to Safford, on a foul claimed and allowed.

CHELSEA, 4 July.—City races on Union Park. Races much interfered with by people crowding on to the track. *Half Mile*.—run in heats. Final.—R. E. Burnett (1), 1.37½; F. A. Woodman (2). *One Mile*.—L. H. Frost (1), 3.13½; R. E. Burnett (2). *Two Mile*.—L. H. Frost (1), 6.28; F. A. Woodman (2).

WALTHAM, 4 July.—City races. *Half Mile*.—C. E. Tracy (1), 1.29. *One Legged Race, Half Mile*.—M. H. Gilbert (1), 2.15.

HOLYOKE, 4 July.—In the Holyoke races to-day, in the half mile bicycle dash, Haradon won easily in 1.45. In the mile dash, G. H. Harvey took the race in 3.50. In the free-for-all, C. P. Adams, of Springfield, won the \$25 prize in a two-mile race; time, 3 1½, 3.7.

SPRINGFIELD, 4 July.—Race at Hampden Park. *Five Mile, Handicap*.—Lewis B. Hamilton, scratch (1), 15.10; Willie M. Haradon, 90s. (2); C. P. Adams, 60s. (3). The remarkable riding of young Haradon, who is only fourteen years of age, excited much enthusiasm. He rode a 48-inch Royal Mail roadster. Hamilton passed him on the home stretch just before the finish.

WOODSTOCK, 1 July.—Races at the annual meet of the Canadian Wheelmen's Association:—

*Half Mile*.—G. S. Lowe (1), 1.31½; T. Fane (2).

*Three Mile, Record*.—F. Foster (1), 9.52; F. J. Campbell (2); W. G. McKay (3).

*One Mile, Canadian Championship*.—H. W. Clark, Woodstock (1), 3.0½; H. P. Davies (2).

*One Mile, Tricycle Championship*.—A. T. Lane (1), 4.18½; John Clench (2).

*One Mile*.—E. P. Burnham (1), 3.4½; F. Foster (2); G. S. Low (3).

*Five Mile, Championship*.—H. W. Clarke (1), 16.55½; H. P. Davies (2).

*One Mile, Safety*.—T. Fane (1), 3.19½; A. E. Dance (2).

*Two Mile, Novice*.—A. Patterson (1), 7.4½; F. M. Knowles (2); A. E. Chestnut (3).

*Five Mile*.—E. P. Burnham (1), 16.35½; L. D. Munger (2); H. W. Clark (3).

*Two Mile*.—F. Foster (1), 6.28; W. C. McKay (2).

*Half Mile, Hands Off*.—H. Williams (1), 1.41½; D. B. Holder (2).

*Ten Mile*.—H. P. Davies (1), 33.43½; F. J. Campbell (2).

UTICA, N. Y. Races of the Fort Schuyler Wheelmen, 30 June and 1 July.

FIRST DAY, 30 JUNE.

*Half Mile*.—A. B. Rich, Brooklyn (1), 1.26½; Joseph Powell, Smithville, 2; T. R. Finley, Smithville, 3; H. S. Wollison, Pittsfield, 4; George H. Illston, Hartford, 5; J. G. Knowlton, Kansas City, 6. Rich, who had been riding back, spurred at finish and went to front.

*One Mile*, for championship of Oneida county.—C. H. Metz, Utica, 3.8½; F. H. White, Rome, 2; H. K. Van Sise, Utica, 3. A close and exciting race. Metz is a professional. He became so by racing with Von Blumen several years ago. This fact was known to the club, for he has twice applied for admission to the League and been rejected. It remains to be seen what excuse will be offered for his presence in the race, for an investigation will be made at once.

*Two Miles, for Stars*.—Henry Maxwell, Rome, 8½; G. L. Prescott, Rome, 2; C. H. Broadbent, Utica, 3.

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

## FIXTURES

- 10 July: Big Four road race, one hundred miles, Cobourg to Kingston.
- 17 July: Down East tour.
- 18 July: Annual meet of N. J. division, L. A. W., at Orange.
- 20 and 21 July: Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.
- 23 July: Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.
- 3 August: Tricycle road race by Boston Club.
- 3 August: Annual Cyclists' camp at Harrogate, England.
- 13 August: Tournament of B. C. W. at Pittsfield, Mass.
- 27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.
- 1 and 2 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.
- 8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

Nicholson, 0; J. G. Knowlton did not finish.

*Three Miles, ten minute class*.—H. S. Kavanaugh, Cohoes, 9.58½; John C. Uhlein, 10.5; T. R. Finley, 3; E. P. Baird, New York, 4; H. S. Wollison, 5. The winner was not headed throughout.

*One Mile novice*.—W. B. Childs, Utica, 3.15½; F. S. Nicholson, Rome, 2; F. E. Manahan, Utica, 3.

*Three-Mile championship of State*.—A. B. Rich, 11.12½; H. S. Kavanaugh, 11.13½; H. K. Van Sise, did not finish. A road pace until last lap when racing spurt.

*One Mile for Fort Schuyler Club*.—W. B. Childs, 3.9½; John C. Uhlein, 3.11; W. W. Nicholson, 3.

*Five Mile record*.—H. S. Kavanaugh (1), 7 laps; F. H. White (2), 1 lap; E. P. Baird (3), 2 seconds, 3 thirds; H. S. Wollison (4) 6 thirds, 3 fourths. White took the last lap, and finished in 17.52½. A new ruling was made in this case. Powell took two firsts, but did not finish, and the prize was given to White, who took but one first. The League makes no rule for a "record" race, and every club is a law to itself in this matter. Had it been run as a "lap" race Powell could have claimed the prize.

## SECOND DAY, 1 JULY.

*One Mile*.—A. B. Rich (1) 3.4½; Joseph Powell, 2; H. S. Wollison, 3; George H. Illston, 4; E. P. Baird, 5. The contestants kept well together until last lap, when spirited struggle occurred.

*One Mile tricycle*.—J. G. Knowlton, Kansas City, 5.4½; Louis Kammellohr, Utica, 2. Won easily.

*One Mile, tug-of-war*.—Fort Schuyler Wheelmen, 19 points; Rome Club, 14 points. The teams were: F. S. W., Messrs. Metz, Childs, Van Sise, and Uhlein; Rome, Messrs. White, Townsend, Hovey and Nicholson. Childs finished first in 3.16½; White second, in 3.17. Metz appeared in this race, and gave us a large crop of professionals.

*Three Mile*.—A. B. Rich, 9.54; Joseph Powell, 9.56½; H. S. Kavanaugh (3).

*One Mile, boys' race*.—Sydney Nicholson, 4.0½; Dore Jones (2); Edwin H. Martin (3); Robert A. McIntosh (4); Erving Williams 5. Lawrence R. Devine and W. J. Crowe did not finish.

*Two Miles*.—Joseph Powell, 6.45; A. B. Rich, 6.48; H. S. Kavanaugh 3; Geo. H. Illston 4; E. P. Baird 5.

*One Mile, without hands*.—H. S. Wollison (1), 3.36½; T. R. Finley, 3.44; J. G. Knowlton, 0.

*One Mile, time guess* 3m. 24s.—E. P. Baird (1), 3.37½; W. B. Childs, 0; W. W.

Nicholson, 0; J. G. Knowlton did not finish.

*Five Mile, handicap*.—H. S. Kavanaugh (scratch), 17.44½; F. H. White (20 seconds), 2; George H. Illston (scratch), 3; J. H. Uhlein, Utica, (20 seconds), 4; E. P. Baird (10 seconds), 0; H. S. Wollison (10 seconds), 0. A good race and exciting contest.

*One-Mile consolation*.—W. W. Nicholson, 3.42½; H. K. Van Sise, 2; W. A. Townsend, Rome, 3.

*Officers*.—Referee, Dr. A. G. Coleman, of Canandaigua.

*Judges*.—A. B. Gardner, Utica; W. J. Eynon, Ann Arbor, Mich.; Frank J. Bayliss, Binghamton.

*Timers*.—C. H. Schiller, Utica; Frank J. Meyers, Utica; C. A. Nicholson, Utica.

*Scorers*.—George Bidwell, Utica; Samuel Frear, Rome; H. J. Rowlands, Rome.

## CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

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*Colorado*.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

*Illinois*.—L. W. Conkling, 108 Madison street, Chicago.

*Massachusetts*.—F. A. Pratt, Concord, Mass.

*Maryland*.—S. T. Clark, 2 Hanover street, Baltimore.

*Missouri*.—W. M. Brewster, 309 Olive street, St. Louis.

*New York*.—Dr. A. G. Coleman, Canandaigua.

*New Hampshire*.—W. V. Gilman, Nashua.

*New Jersey*.—L. H. Johnson, Orange.

*Ohio*.—Alfred Ely, 87½ Prospect street, Cleveland.

*Pennsylvania*.—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island*.—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin*.—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Wyoming Territory*.—C. P. Wassung, Rock Springs.

*Canadian Division*.—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

*APPLICATIONS FOR MEMBERSHIP*.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: A. A. Pope, 597 Washington street, Boston; E. W. Pope, 597 Washington street, Boston; G. W. Murray, 35 Wall street, New York City; F. W. Hatch, Newbury avenue, Atlantic, Mass.; L. E. P. Smith, 12 Post Office Square, Boston.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**\$100 WILL BUY A 60-INCH RUDGE**, light roadster; only used a few months, or will exchange for racer, 58 or 60-inch; also, 54-inch nickelled Expert, about new, at a bargain. Address C. E. TITCHENER, Binghamton, N. Y.

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**FOR SALE**.—Singer Traveller tricycle, 46-inch, new, with ball pedals, nickel lamp, tool bag and tools complete; price \$125; the greatest bargain of the season. Address SECRETARY, N. C. C., Box 770, Newbury, Mass.

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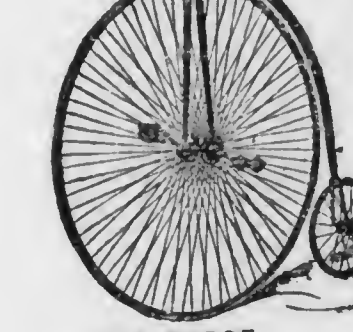
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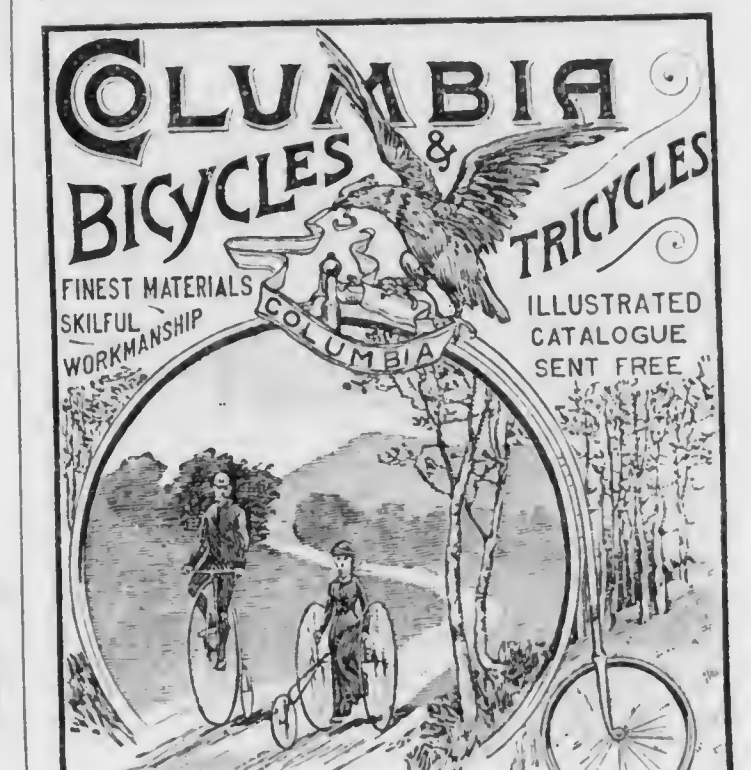
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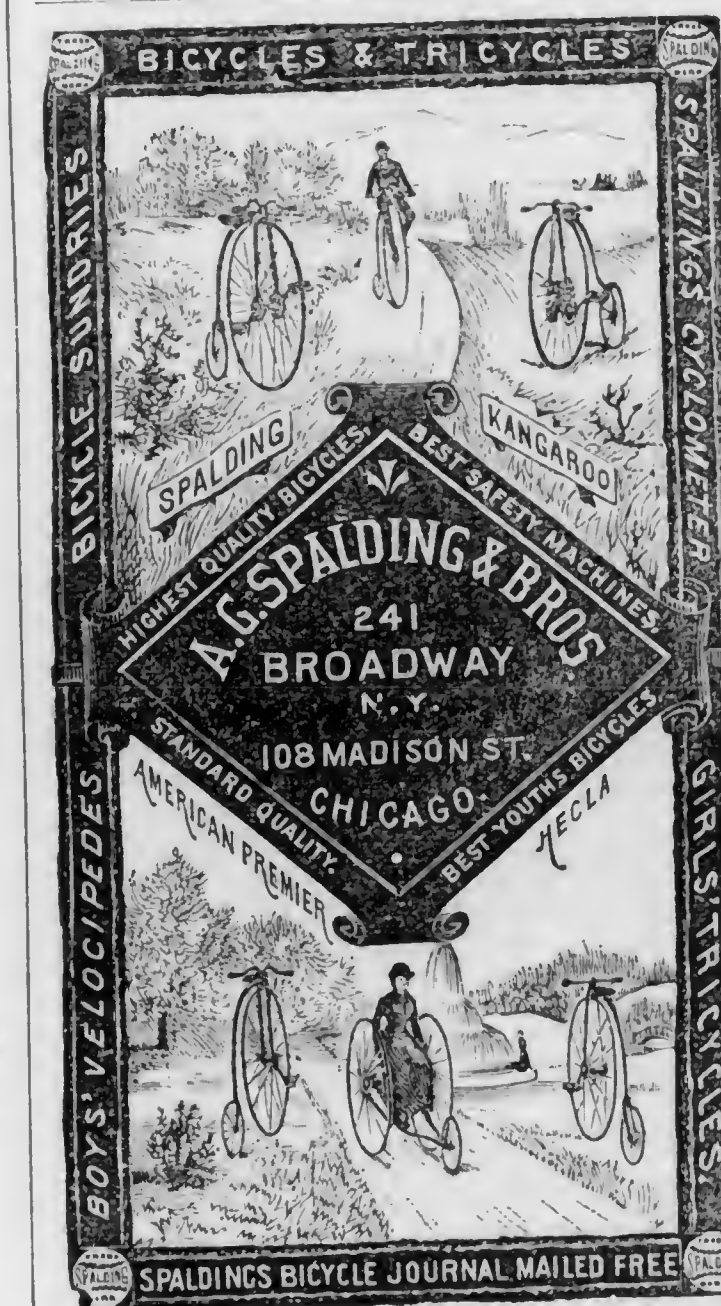
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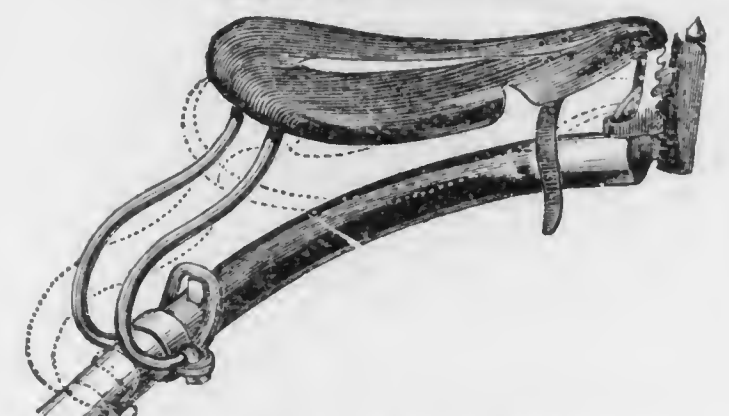
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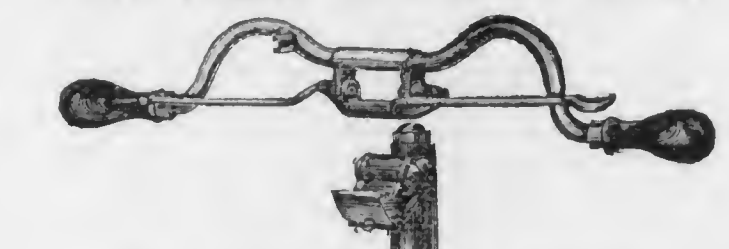
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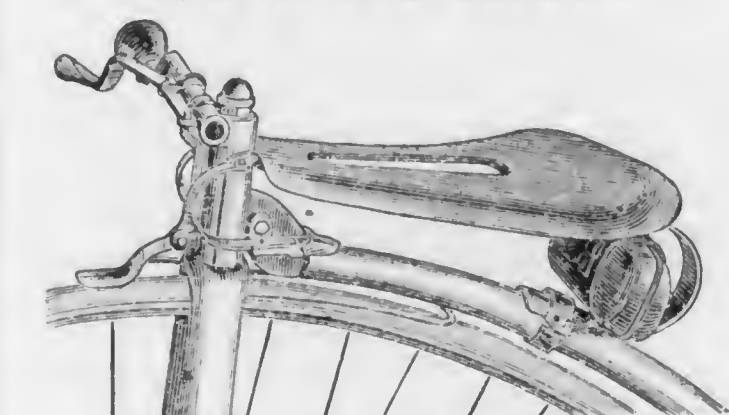
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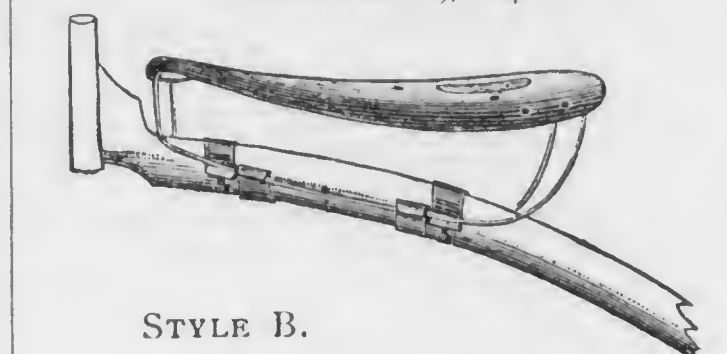
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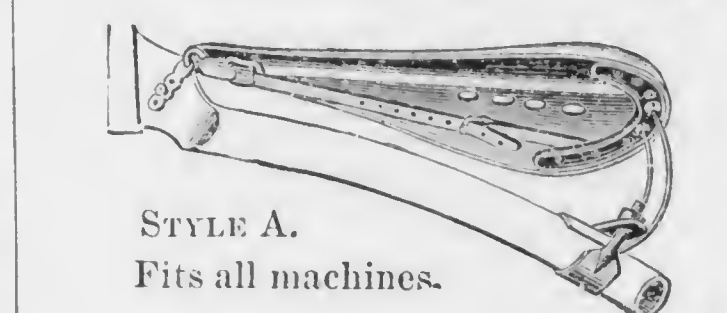
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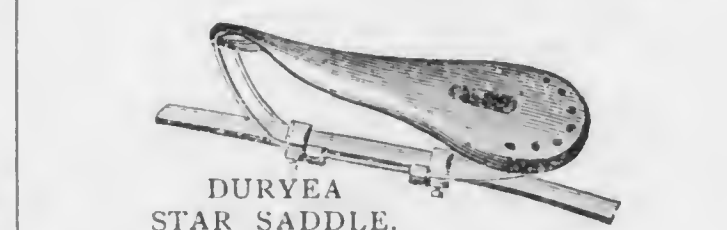


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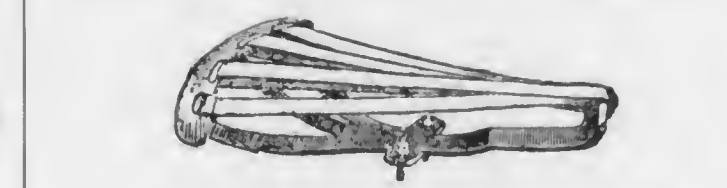
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Published Weekly. 8 Pemberton Square, Boston, Mass.

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BOSTON, 17 JULY, 1885.

Volume XI.  
Number 11.

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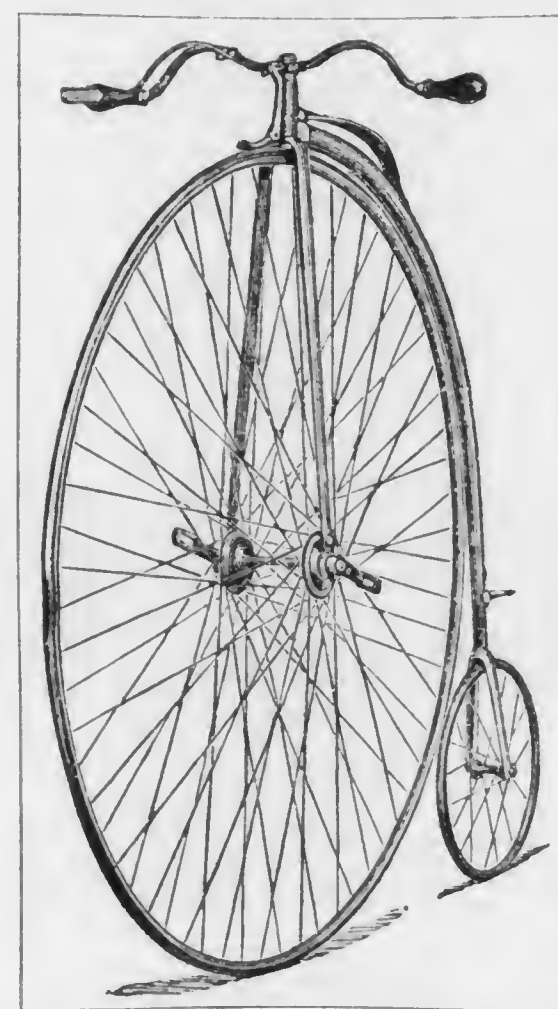


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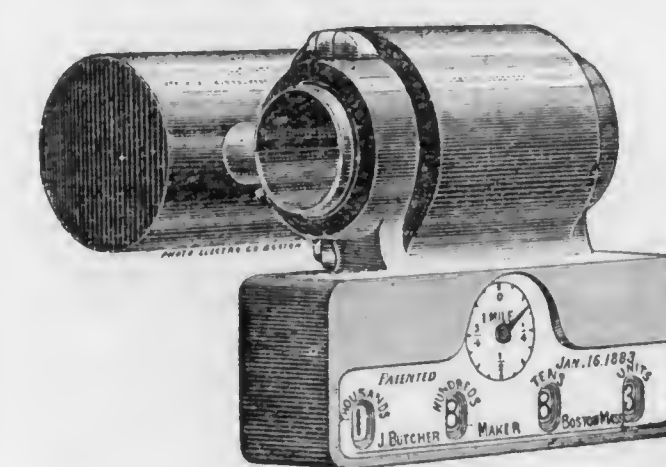
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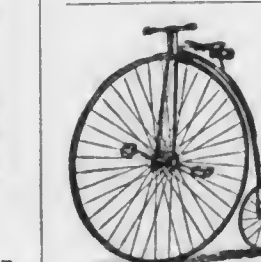
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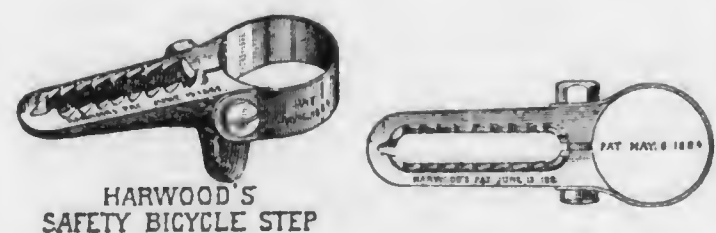
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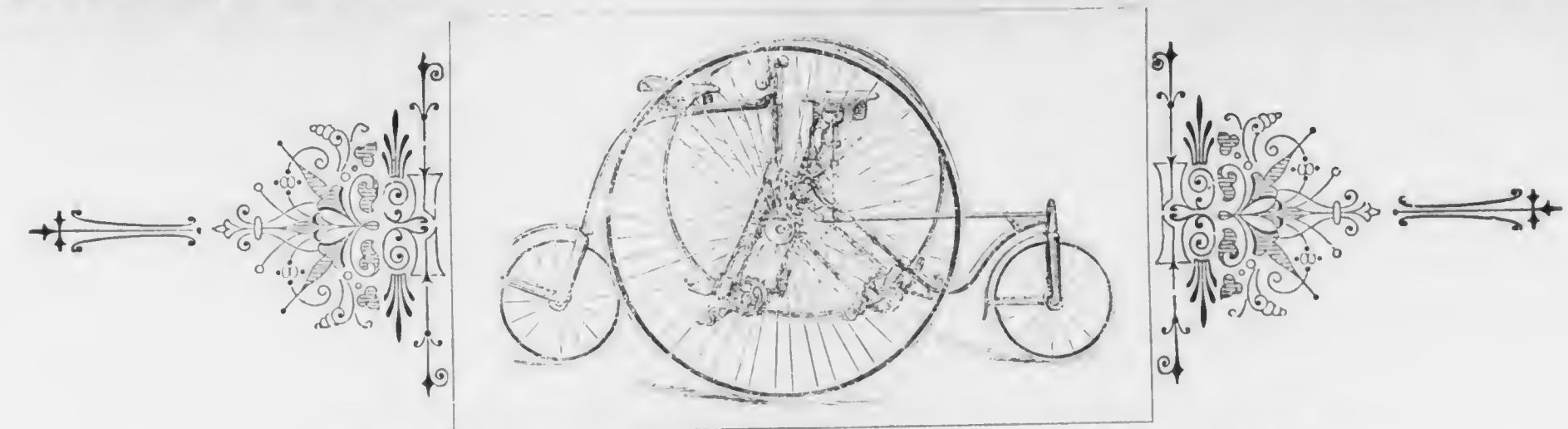
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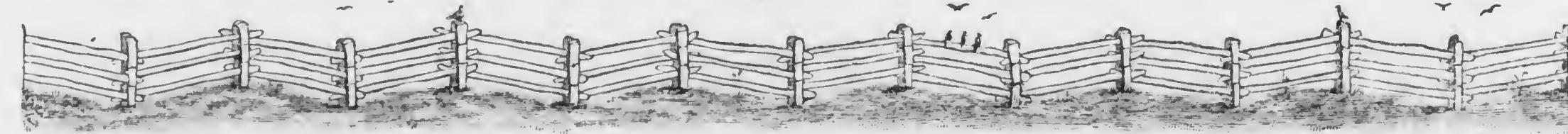
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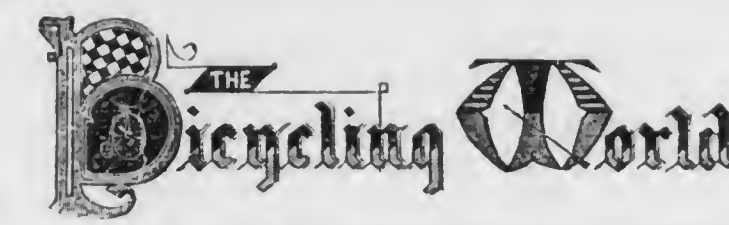
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ABEOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 17 JULY, 1885.

THE hot days are upon us, and the mid-day sun admonishes us to house our cycle until she shall sink beneath the horizon. It is hard to realize that the days are growing shorter, and that the long evenings we are now enjoying will grow beautifully shorter, until we have little riding in the early evening, except by the light of the flickering lantern.

A GOOD lamp, that will not blow out nor smoke, is a thing calculated to bring joy to the cyclist's heart, and yet how seldom do we find such a thing. We have been using one lately loaned us by the Pope Manufacturing Company, which has not yet blown out, though we have ridden with it over rough roads and put it to a severe test. It is not altogether perfect, and we could suggest changes in construction; but it does its little duty as a light giver so well that we are inclined to

overlook minor defects, lest a change should destroy the good qualities it now possesses.

WE saw the latest thing in the way of lamps at the store of Stoddard, Lovering & Co. the other day, and although we have not tried it, we can believe that it will be what makers are pleased to call a "boon to cyclists." So many things have been crowned with this appellation, however, that we begin to distrust it, and hesitate to confer it upon what we know to be good, lest wheelmen should consign it untried to that long list of so-called boons which have proved failures.

THE lamp is of the usual King of the Road pattern, has a large reservoir, and the novelty of lenses at the side which gather the rays and send them forward. We hope to give this new candidate for favor a trial at an early day.

AND this reminds us that we were asked, the other day, to correct a common error among wheelmen, who have come to call a lantern a lamp. The correction came from a dealer who makes and sells a large quantity of luminaries. He explained that the lamp was inside the lantern. The distinction is well made. The lamp carries the oil and gives the light. The lantern holds the lamp and protects it from wind and weather. And yet we cannot charge this error to wheelmen. The dealer who brought the thing to our attention stamps his lanterns as lamps, and in all the advertisements of "lamp" makers we have read, we have failed to see the word lantern used. The dealers have given us the word lamp. It has crept into our language, and we think it will remain with us. It has the merit of being short, and the world will not fail to understand us when we talk about our lamps.

HAVING a good lamp the cyclist should next look for a good bell. There are bells and bells. Little bells and big bells; jinglers and gongs; automatic and snap; single, double, and many stroked. And yet how few good bells there are. The little fellows that give a ting, ting, responsive to the finger touch, are well enough on a country road, where there is no noise; but in the streets of a city they are useless. Going along a paved street, we have snapped our bell, and failed to hear it

ring ourselves. We were told by a well-known inventor the other day that he had the plans made for an automatic whistle, to be operated similar to a bell, and he had faith that it would work to the satisfaction of wheelmen. Given an automatic whistle and the bell will go. The whistle gives a penetrating sound, and one that is not unpleasant.

THE League had before it at Buffalo a signal code for the bugle. It was not received with favor, and for good reason. The bugle is not popular. It may serve a good purpose in clubs that bring down drilling to a science, but for ordinary purposes it is useless. Few men can blow the bugle, and few can understand the calls when blown. For ourselves, the toot, toot, tooting of the bugle in a parade is about as intelligible as the Chinese language. We hear the bugle blow, and some one tells us that that means "halt," and so we stop; but we notice, also, that we are not alone in the failure to interpret the call.

A MEMBER suggested that a good whistle code was the thing wanted. Something that could be used on parade and in touring. Then if a wheelman is left behind on the road, he can call to those in front to come back if he gets into trouble; if a wheelman breaks down, he can summon assistance; if a party is riding at night, the members can signal to one another for various purposes. In many ways a good whistle code could be used. We see no good reason why the Morse alphabet could not be employed effectively. With this in use, clubs could adopt signals of their own, and these could be used as ships at sea use the signals in use with them. Who will give us a good whistle code?

AND now the city of Rochester, N. Y., is trying to get rid of the bicycle. The police commissioners have imposed restrictions so severe that it will be impossible to use the bicycle in the streets of that city unless they be removed. These impositions are increasing very fast. We at one time thought the world had been educated up to a point where the bicycle would be received on an equality with other vehicles; but it is evident that the outlying districts and many fogies in the centres of civilization need educating still.



THE committee on Rights and Privileges have not kept this portion of the League work up to the standard obtained in other departments; and we hope to see a new and live committee appointed for the coming year.

So early as this wheelmen are beginning to say, "where will the League meet next year?" and Boston has been suggested. Boston will not do. It is undoubtedly true that Boston could show more wheelmen in line than any city in America; but to counteract this, there are many reasons why it would not be for the best to hold the meet in Boston. Until Philadelphia, Albany, Saratoga, and other places have entertained the wheelmen, it would be better not to begin doubling up. Newport was a success. Why not Saratoga?

SINGER & Co. have been writing to the cycling papers to call attention to the truism that it takes sixteen ounces to make a pound; and to the fact that few makers can be depended upon to tell the truth about the weights of their machines. The suggestion is, that the weight of every machine be stamped upon it and certified to be correct by the makers. The actual weight of a cycle is easily ascertained, and we fancy that very few believe what is said by those who are engaged in disposing of it. We have seen nearly every make of bicycle and tricycle weighed, and very seldom found the allegations of the maker true. It is very certain that there is a limit to the lightness of machines; and that as Singer & Co. say there must be sixteen ounces to a pound. Those who build machines and advertise them to be much lighter than they really are, commit a fraud upon the public.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### League Bulletin.

*Editor Bicycling World:*—The first number of the L. A. W. "Bulletin" has come to hand, and certainly does credit to its editor and manager.

I have been greatly amused in reading the criticisms of the *Wheel* upon the composition and action of the "Com. on the League organ."

The allusion of the failure of the dog to catch the rabbit, applies quite forcibly to the editor of the *Wheel*, who has recently stated that "he did not care a— for the L. A. W., but he had an axe to grind;" the axe, probably, being his effort to secure for another term the official organship for the *Wheel*.

His estimate of the cost to Messrs. Baird Bros. of producing their paper, induces the inquiry: "How much did it cost the *Wheel* to furnish the League organ for the preceding term? and if any such sum was involved, where did the money come from? also, where is the \$10,000 in the offer of the *Wheel* to furnish that paper for one and a quarter cents per copy?"

In regard to an editor devoting his whole time to his paper, it is patent that the editor of the *Wheel* does not.

The greatest farce, however, "The organizing of a stock company," afterwards alluded to as a "bogus" company, with "vague" and "unknown" capital, will, I think, compare favorably with the organization of a Cyclists' Publishing Company, and suggests the questions: Who are its officers? What is its paid-up capital? What is that capital (if any) invested in?

It will be quite interesting at the expiration of the first League year of the publication of this L. A. W. "Bulletin" to compare actual results with the predictions of this experienced and successful editor of the *Wheel*.

I think the committee are entitled to the respect of the entire organization for their pluck; and I think their estimates are also entitled to confidence, at least, until proved to be incorrect.

NEW YORK, 11 July, 1885.

#### Metz of Utica.

*Editor Bicycling World:*—Having in your last issue declared Mr. Charles H. Metz to be a professional, and criticised the action of the Fort Schuyler Wheelmen in admitting him to their races, we beg that you will publish the history of his case, which is as follows:—

In August, 1881, the citizens of Utica, gave an entertainment for a charitable object at the Utica Driving Park. Amongst the attractions were the race of Elsa Von Blumen against horses, and a bicycle race for a gold medal given by Von Blumen. The starters in the bicycle race were four members of the old Utica Bicycle Club, as follows: Ed. Peckham captain; Henry Edwards, Charles H. Metz, and W. J. Walters, then local consul for the L. A. W., and at present a member. Mr. Metz won the race. He did not at that time, nor at any other time race against Von Blumen.

Sometime afterwards, Mr. Metz made an application for membership to the L. A. W. He was protested on the *supposition* that he had entered a race with Von Blumen on above date. In reply to the charge, Mr. Metz and W. J. Walters, L. A. W. consul, sent their sworn affida-

vits, together with the daily papers describing the race to Mr. Fred Jenkins who was secretary of the L. A. W. at that time. No attention was paid to it at all. In 1884, he made another application to the League, and was again rejected, the cause being previous protest sustained.

No regard has been paid by the League officials to demands for an investigation. His case having been explained to C. K. Alley, Mr. Gilman, Abbot Bassett, and other prominent League men, each advised a new application to be the best course. Accordingly his name was sent with twenty-nine others (F. S. W.), 16 May, 1885, nearly two months ago. His dollar has not been returned, and he has received no notification yet that he is rejected. Were we not warranted in allwing him to enter our races? Mr. Metz's case is proof that being rejected by the L. A. W. does not make a man a professional.

The League officials seem to entertain the idea that to declare a man to be a professional proves them to be very efficient officers. Would it not be much more to their credit to carefully investigate so *serious* a charge?

There will be no alternative in this case now; the Fort Schuyler Wheelmen, as a League club, will demand a thorough investigation.

W. T. DAMON,  
Secretary.

OUR statements were based on information by Mr. Hill, chairman of the membership committee. Mr. Hill has told us that Metz is a professional, and he has a large amount of documentary evidence to prove it. Our correspondent says he has been advised to make another application for membership. We advised an application to the racing board for reinstatement, but none has been made. The club was aware that Metz had been rejected twice, on the score of professionalism, and yet they allowed him to compete in races with amateurs. They have never presented his case to the racing board, though they have been invited so to do. Our correspondent will excuse us if in the present aspect of the case we place more weight upon the official statement that we have received, than upon the statement of the friends of Metz. Ed.]

#### From a Feminine Point of View.

"WHAT is its name?" The question was asked by a young lady friend who was examining my cycle. I informed her that my beauty was nameless, and then it occurred to me, why nameless?

WHY should not our wheels be named? There is no law to prevent it, and no one to object if I paint a name in letters of gold on the dress guard; but that is not the point. Why do we not all do it? and why is not a name the first thought that comes to a man or woman when they get a cycle?

A NAME gives an individuality to a thing that cannot exist without it. My pony was called "Rex," and he was "Rex" to me always. I don't believe I should have had the affection for him that I did had I been obliged to speak of him always as "my pony."

THE man who buys a boat, a yacht, or any kind of sailing craft would not fail to name it. Why even the horse cars and omnibuses are named nowadays,

Now, I contend that neither boat, yacht, nor quadruped can approach nearer to the affections of an individual than can a cycle. Why, it enters into one's own individuality, and sometimes when I speed along the highway, the pedals turning without apparent exercise of power, and the tiller giving direction seemingly without action on my part, the machine and rider appear to melt into one, and the inanimate steel seems to thro' with life responsive to my own heart beatings.

WHY then are our cycles nameless? Given a name we should speak of them with more affection, and I believe it would endow them with qualities we have never noticed before. I can conjure up more affection in speaking of my "Clytie," my "Minnehaha," or my "Dauntless," and I think I should warm up to a greater extent in my enthusiastic praises than I can in speaking of my tricycle in all its cold generality.

FORGIVE me for my little outburst of enthusiasm. It came spontaneously, and out of the fulness of the heart the mouth speaketh.

I FEAR that I do not always have before me the fact that I am talking to a constituency made up largely from the sterner sex, as we are pleased to call the gentlemen, and I may at times tune my harp in language suited to my own; but I am here to present matters and things from a feminine point of view, and I should not be true to that mission did I not speak as I think, and write down my impressions as they naturally occur to me.

I AM aware that all, or most all, advance in cycling is due to the men, and that we must look to them for what is to come. It is my purpose to press upon their attention certain demands and necessities of the little *coterie* of ladies following in their wake, small now, but soon to be largely increased; a little *coterie* that can never hope to equal what their brothers can do on the cycle, for they are hampered by a costume unsuited to the best results, and confined to outings within certain prescribed bounds.

BUT we will not be found to be altogether weaklings, and I doubt not some

few of us will show results meriting commendation.

I HAVE given heretofore some attention to apparel and at the risk of repeating myself I want to make a few more selections. Mrs. Philpot is a close observer, and speaks only from experience. Whatever she may say, therefore, comes on good authority. Describing her dress, she says:

"My riding-dress is made of a dust-toned material, neither thick nor thin, cut à la Princess style, trimmed with five or six four-inch kilts (each well fastened half-way down.) These cover three parts of the skirt, while above, draperies are arranged front and back. Under the dress, and made of same material, trimmed to match, I wear divided skirts, which reach to the ankle. Mine measure twenty-nine inches round the bottom of each. When made this width they fall around, and clothe the ankle much better than if narrower. They also amalgamate with the dress, and are scarcely discernible. The divided skirts should be just covered by the dress when not riding. The dress should be made rather longer than for ordinary walking purposes. The divided skirts are not inconvenient to wear, and for many reasons very desirable. I have ridden a considerable distance in this costume, in all weathers, and on various machines, and it has never caused me a moment's uneasiness or trouble, nor has it ever caught in any part of any machine, thus showing that it is quite unnecessary to ride in plain skirts, which, to my mind (it may be a want of taste) are very ugly. A riding-dress must be flannel-lined. When extra warmth is desired, I wear a black braided jersey, which answers admirably, as it does not in any way impede the action of limbs or lungs. I have found close-fitting cloth jackets a great drawback when enjoying a somewhat smart spin."

MR. HILLIER says that eighty per cent. of the ladies who have written him regarding costumes, prefer the "divided skirt." What is so generally approved, must have merit, and I regret that I am not able to describe the skirt in a sufficiently definite manner to make it possible for American ladies to make it up. I shall be obliged to Mr. Hillier, should this catch his eye, if he will send me a description. Perhaps he had better get a lady friend to write it; for while I can believe Mr. Hillier knows its conformation, I doubt the ability of the average man to describe a garment so that a lady can take a piece of cloth and make one.

THE uniform designed and strongly recommended by the ladies' committee of the C. T. C. is as follows:—

(1.) A pair of dark grey woollen or merino stockings.

(2.) A pair of loose knickerbockers, of the club cloth, fastened with elastic,

or by a cloth strap and buckle, under the knee; to be suspended from the hips or the shoulders, at the option of the wearer; or

(3.) A pair of trousers cut loose to just below the knee, and thence tighter down to the foot: to be suspended from the hips or shoulders at the option of the wearer.

(4.) A plain skirt, of the club cloth, without killing, and of sufficient fulness to admit of absolute freedom of movement without undue bulk.

(5.) A bodice or jacket, at option of wearer, cut either to fit the figure, or of "Norfolk" shape, lined throughout (including sleeves) with the club flannel, and provided with an adjustable belt if so desired.

(6.) A helmet or hat of the club cloth, or of straw, with a special and registered ribbon, in any of the shapes that may be provided by the club from time to time.

(7.) A pair of soft "Tilbury'd" do-skin gloves.

I WANT to give my lady friends a little suggestion that came to me from the editor, and which I have put to the test with admirable results. I suffered very much from perspiration on my forehead, and had to make frequent applications of the handkerchief. This was aggravated on a hot day, and I attribute it more to the glare of the sun from the white roads than to the direct rays. The editor suggested goggles. I procured a pair for twenty-five cents, and am relieved. I find that I can ride without the inconvenience that obtained before, for the glare of the sun is no longer felt.

I WILL not pretend to say that the goggles add to one's personal appearance; in fact, I think a lady looks a good deal like a guy with them on; but it must be remembered that they need not be worn through the thickly settled regions where the glare is not obtrusive, but out in the country they are grateful in their service, and there are few passers. I say this for the benefit of those that regard appearance as the first importance. I wear the goggles when they are useful, regardless of the remarks of lookers-on.

DAISIE.

#### The Big Four Tour.

BULLETINS from the Big Four Tour are coming in daily.

Bulletin No. 2 comes from Rochester, 7 July. Left Batavia in the morning. Rain. Train to Rochester.

Bulletin No. 3, dated Cobourg, 8 July. Left Rochester 9.25 A. M. Arrived at Charlotte 10.13 P. M. Steamer across the lake to Cobourg. Met at the wharf by the inhabitants. Parade and hop in the evening.

Bulletin No. 4, dated Belleville, 9 July. Left Cobourg 9.30 A. M. Arrived at Belleville 5.5 P. M. Distance 43.2 miles. Riding time 4h. 35m. Weather warm.



Road fine. Last twelve miles made in fifty minutes. Reception by mayor, American consul and Belleville tourists.

Bulletin No. 5, dated Thousand Islands, 10 July. Left Belleville 10 A. M. Arrived at Kingston 6.15 P. M., 496 miles. Riding time 5h. 25m. Weather, cool, and rain. Road fine, but some mud. The road race was started at Cobourg at 10.08 A. M. The starters were C. E. Stone, St. Louis; G. E. Weber, Smithville, N. J.; H. D. Corey, Boston; L. D. Munger, Detroit, Mich.; H. N. Van-Sicklen, Chicago; and F. W. Westervelt, Springfield. Col. Chambliss, of the Arlington Hotel, W. K. Evans, of the Canada Wheelman, and H. J. Sulgrave started the contestants in good order, but before they had gone two miles, Van-Sicklen's machine was kicked by a horse, and he was compelled to retire. A little farther on, Corey, who had borrowed the front forks of a friend's wheel in order to get a lower drop on his handle bars, found that they did not fit as securely as he supposed, and, after fitting them twice, he decided not to run the risk of coasting the steep hills, and took the train to Kingston with Van-Sicklen. The roads were in horrible condition, it having rained heavily the night before, which made riding very difficult. At Belleville, forty-five miles, Stone, the St. Louis flier, led, arriving at 1.49 P. M., Munger second, Westervelt third and Weber last, he being thirty-three miles behind Stone.

Before the race the betting was mainly on Stone and Weber, the latter being the favorite, as hilly roads decidedly favored his Star machine. On the other hand, Stone was known to be an extremely reckless rider, and, baring accident, it was thought he had about an even chance with Weber. Nearly all the other contestants had been over course with Stone, and, although they could keep with him on the straights, they did not dare ride the hills after his reckless manner. Stone passed Shannonville at 3.20 P. M., Munger second. At Napaul, 25 miles from the end of the race, Stone was ahead by 26 miles, Munger second, and ahead of Weber by 26 miles. The road from Napaul to Kingston is fine stone. The course was covered during a heavy storm. Weber had three Star machines placed along the route in case of accident, but his winning at this time of the race was exceedingly doubtful. Stone arrived at Kingston at 6.36 P. M., having made the 100 miles in 8h. 28m. He was in fairly good condition, the last 25 miles having been ridden leisurely. He took no refreshment except eggs and drinkables. While entering Belleville, a cow crossed his track, making him take a header, fortunately doing no injury. Munger arrived at 7.08 P. M., with Weber six minutes later. Weber's machine was damaged outside of Coburg by a balky horse forcing him into a fence.

From Round Island, 11 July: Fishing and rowing about the islands occupied

the morning hours, and in the afternoon a sail was taken up the river, visiting the various points of interest. In the latter part of the afternoon several races were run around the park; H. S. Wollison, of Pittsfield, won the half-mile race, defeating W. G. E. Peirce, of Chicago; Geo. R. Bidwell, of New York, won the fat men's race, and C. S. Howard, of Boston, won the thin men's race. During the evening a rousing big camp fire was built on the grounds of Commodore Taylor, around which the cyclists sang songs, told stories, and fed mosquitoes. A hop was given at the hotel, at which were assembled all the fair ladies from the neighboring islands.

#### The Wheeling (Va.) Case.

THE hearing of the arguments of counsel in the case of the City *v.* John Topping, charged with an infraction of Sect. 26 of the ordinance in relation to offences, in that, on the twenty-second day of June, he engaged in riding a bicycle on Virginia street, Island, took place in the municipal court, 30 June, and excited considerable interest among the owners of machines. The city was represented by Solicitor O'Keeffe, while H. M. Russell appeared for the defence. The latter opened his argument about three o'clock. Counsel for the prisoner, after citing a number of authorities bearing upon the case, said he intended to make a statement which would possibly somewhat surprise a number of members of the council. The city of Wheeling did not own the streets. They belonged to the State, as public thoroughfares, and the city was merely a trustee, with much the same powers as that vested in a road overseer. The streets are public thoroughfares for common use, and it was for this purpose that the State had given the city control over them. The passage of citizens along them is to be free and unobstructed, and they may be used by such class of vehicles as may suit the convenience, habits, or inclinations of the occupants or owners. The city, as a matter of fact, owned but two streets within the corporation lines, and they were between the sixth and eighth wards. There was no statute or history of the State from which it can be inferred that it ever was the intention of those having the making of our laws to say that riding or driving a bicycle was not a perfectly legitimate method of wasting time.

It might be urged by those who sought to enforce this ordinance that there was no specific law on our statute books authorizing the use of bicycles. That was true; but when those persons should show him a specific law prohibiting a man taking his sweetheart buggy-riding, he would find some answer other than the one he had given. The attempt on the part of the friends of the ordinance was a contravention of the general laws of the State, which allow the use of thoroughfares for the convenience and

pleasure of the people. It was not necessary to point out the specific law which the ordinance controverted. It was sufficient to show that it was at variance with the common law of the land, and particularly that relating to the liberty of the person. . . . Council could not be unreasonable. It was not "a little empire in itself." It could not unreasonably enjoin and restrict a man in the enjoyment of his liberty. . . . The ordinance was a restriction on the undoubted right of all persons to use the thoroughfares for unrestricted passage, in such vehicles as he or she may elect. It should be declared void (1) because it was unreasonable; (2) because it was in defiance of the laws of the State; (3) because it contravened the right of every man to use his property as might seem best to him.

Mr. O'Keeffe, for the city, followed. The question was, Is the ordinance unreasonable? Did it deprive the owner of a bicycle of the use of his property? It was not to be contended that the youngsters of the city were to be allowed to take possession of the streets to the detriment of the inhabitants. If it be conceded that a bicycle, propelled by human power is lawful, might it not with equal justice be allowable for steam bicycles to be put upon our streets? He did not think much of the talk of the ordinance being a contravention of a citizen's personal liberty. If a man should choose to ride a buffalo through the streets, that act would be the making use of personal property in the manner desired by the owner, but would not council have the power to prohibit such an action? It had been claimed by counsel for the defence that the bicycle was very easily managed; but the fact that a child had been struck was a pretty good reply to that claim. He had seen it stated in a daily paper of this city—that a well-known professional gentleman intended to shortly introduce a bicycle run by steam. If he did so, his action would probably be imitated by others. There could be no doubt but that such machines would be a nuisance, and council could prohibit their use. Council was vested with discretion in such matters, and it certainly had the power to make the regulation contained in the ordinance.

Counsel for the defence thought the endeavor to make the bicycle a plaything was rather strained in the face of the fact that they were used for business purposes all over the civilized world, and riders were steadily growing in numbers. Counsel had sought to make riding a bicycle a parallel case with a man riding a buffalo. The only similarity he could see was that both commenced with a "b." He submitted that even a man on a buffalo could not be interfered with if it was a nice, quiet buffalo, if thirty or forty other citizens kept buffaloes, and made a practice of riding them, either in the way of business or pleasure, and if the use of buffaloes for such purposes obtained in all the States of the Union, and in all the

## When You Buy,

Look more at the past reputation of the maker than at the present appearance of the machine. Paint, enamel and nickel covereth a multitude of flaws.



THE RUDGE.



## When You Buy,

Do not buy your machine on paper. See either the machine, or an exact counterpart of the machine you think of purchasing; then you know what you are getting.

## When You Buy,

Buy the Best, and although you find it perhaps a little higher in price at the start, you will find it the cheapest in the end.



## When You Buy,

Give us a show with our machine. All we ask is a chance with the rest. If you are not satisfied after placing our machine in close comparison with others, we will not urge their sale.



# ROYAL MAIL.

STILL INCREASING IN POPULARITY AND DEMAND!

Thoroughly Established in American Favor!

A RIGID LIGHT ROADSTER, PERFECTLY MADE IN EVERY DETAIL.

NO OTHER WHEEL IN THE MARKET has its tangent spokes tied as strongly. The ROYAL MAIL winds its spokes SEVEN TIMES, giving great firmness and rigidity. We invite wheelmen to examine this feature of strength. The ROYAL MAIL has very stout round edge Forks. The ROYAL MAIL has good Rake. Its high reputation has been gained by its splendid performances on Road and Track.



## LATEST PERFORMANCES OF ROYAL MAIL STILL LEADING.

*At Kings County Meet at Brooklyn, 3-mile race won on Royal Mail.*

*At Woodstock, Canada, July 1st, 1-mile race won on Royal Mail.*

*At Woodstock, Canada, July 1st, 5-mile race won on Royal Mail.*

*At Buffalo, July 3d, 2-mile race won on Royal Mail.*

*At Holyoke, July 4th, 1-2 mile race won on Royal Mail.*

*At Boston, July 4th, 2-mile race won on Royal Mail.*

*Eight of twelve races at Memphis, in May, won on Royal Mail.*

*At Springfield, Hunter won the 1 and 5-mile on Royal Mail.*

*At New Haven, the Pope Cup won by Hunter, for the second time, on Royal Mail.*

*At Baltimore, Crist won on Royal Mail.*

*At Brooklyn, Haven won 3-mile handicap on Royal Mail.*

We wish to call especial attention to the fact that most of above as well as nearly all last year's wins were made on the ROYAL MAIL Light Roadsters (not Racers). Such a wheel, light, rigid, true running, spokes firmly tied, and made in every detail with greatest nicety, fit either for road or path use, has certainly for wheelmen great merit, and we offer as such the ROYAL MAIL.

DON'T FAIL TO EXAMINE ONE OF THESE 1885 PATTERNS.

WM. READ & SONS, 107 Washington St., Boston.

SOLE AMERICAN AGENTS

countries of the world. That would put the buffalo on the same footing with the bicycle, and council might regulate, but it could not prohibit. The counsel had referred to the fact that a child had been struck, as an argument against the machine. It was rather an argument in favor of it, from the fact that, although the child had been hit, it was not hurt. If it had been a wagon or a buggy the probabilities were the child would have been killed; but when hit by the bicycle the child had scrambled to its feet and walked off. Not a very dangerous machine, surely.

At the conclusion of the arguments, his honor announced that he would consider the case, but advised those who thought the ordinance an infringement of their rights to ask council to repeal the law. — *Wheeling Register.*

### Notes by the Way.

TRUDGING along through life we often find ourselves in delightful company which we enjoy for the moment, and then find ourselves bereft of. Sometimes we may take divergent paths; sometimes we go on before, outstripping him in the race; sometimes we see him fall by the wayside; sometimes he goes on before leaving us to plod along alone. Whichever it may be, it seldom happens that there is not left a memory to be cherished or to be cast aside, as our companion may have impressed us for good or evil.

SOME writer has said that every soul ought to have its own Westminster Abbey, into which, as years pass, the great good are admitted, with statue and tablet, into which is no easy admittance. You are not to worship within your sacred walls, for there are but men about you. But you are to sit there, dreaming; rested, thankful, inspired.

I LONG since erected my Abbey, and although it is not peopled with the great, its niches hold long lines of the good and noble fellows whom I have been proud to call my friends. Fellows whose lives have not been dotted all over with striking events, and who are not conspicuous in what Oscar Wilde calls "that horrible record of crime, called history," but who have come onto the stage of action endowed with the true qualities of manhood, and of whom it may be said, the world is better that they have lived.

I HAVE been dreaming in my Abbey, this week, and my dreams have been inspired by the reading of the announcement of the downfall of the Cunningham Company, — the pioneer house. I have been carried back to the time when the house was formed, born of the enthusiasm of Frank Weston.

My father used to say with pride, "I was an abolitionist, when it cost some-

thing to be one." Weston was a wheelman when it cost something to wear that title. It cost the laughter of friends who regarded him as a crank; and it cost him hours of argument, to bring the incredulity of listeners to his faith in the future of the wheel.

WESTON was bred an architect, and was graduated from the office of N. J. Bradlee. He started for himself on Devonshire street, and soon had command of a tidy little business. Pleasure and business combined drew him frequently to England, the land of his birth, and it was during these trips that his attention was drawn to the bicycle. That was in 1875-6.

THE bone-shaker disheartened America. It gave an idea to England. I remember very well those bone-shaker days. I think the Hanlon Brothers did the most to set us on fire. Their yearly visit to Boston was looked for with longing eyes by the young men, for they were gymnasts of a rare order of merit, and they were sure to bring something new each year. They came to us one year with the velocipede. We had heard that such a contrivance was in use on the boulevards of Paris, and we were eager to see it. It set Boston by the ears. It was the talk of the day, and when the Hanlons, at the request of a number of gentlemen, gave us an exhibition of riding on Boston Common, we surrendered at once, and said "this thing we must have."

SOON after this the carriage people gave us a chance to get a velocipede. They brought machines from France and England, and established riding schools in their warehouses. I used to go up and see the greenies ride, during my dinner hour, and I never failed to find a crowd leaning over the railing. The Hanlons, meanwhile, were riding in the theatres. They took out a patent on the slotted crank, while in Boston, I think, and it is that same patent that covers the slot in the crank to-day, and which is held by the Pope Manufacturing Company.

THE fever continued to spread, and soon the velocipede rinks were as thick as flies in August. This was in the winter. The boys learned to ride and became proficient, and they longed to get out on the road. Fast day was approaching, and plans were laid for out-door runs. The holiday came and went. In the morning the velocipede was in high favor; in the evening it was thrown aside in contempt. It was like the rocket and stick. Brilliant in its ascent, ignominious in its downcoming. It proved itself impracticable on the road, and the boys threw it aside in disgust.

AMERICA then let the velocipede severely alone. England went to work to

perfect it. Slowly, but surely, the velocipede approached the modern bicycle, not by a sudden jump, but by years of patient labor and experiment. The mechanics commenced by enlarging the front wheel, and the near-st approach to a jump in the history of the machine was in the reduction of the little wheel. This was done, and the modern bicycle was born.

WESTON watched the growth towards perfection of the two-wheeled machine with exceeding interest. He had faith in it, and he believed that America would welcome it. He was in England in the fall of 1876 and the spring of 1877, and he returned to America determined to do what he could to have the bicycle brought over and properly introduced. I don't think he thought of embarking in the trade himself, for he had a good thing in his architect's profession, and he wanted to work in the direction of his training.

BUT it was not long before he found himself engaged in an up-hill job. Incredulity met him on every side. The bone-shaker was the *bête noir* that frightened capital. The velocipede was a failure; ergo, all two-wheeled contrivances must be failures. His friends tried to dissuade him, but he still pressed on, determined to succeed.

HE met, at last, three men with money, who were willing to listen to him. Dr. Harold Williams, Sidney Heath, and Arthur Cunningham. They were ready to embark in the enterprise, but, said they, "If you have such faith in this thing, why don't you put your own money into it?" To this there was but one answer. Weston put in what little money he had, and the four formed a copartnership, under the firm name of Cunningham, Heath & Co. Weston was to continue an architect, and the two partners, Cunningham and Heath were to run the bicycle business.

THEY imported the Stanley machine, made by Hyde & Wigfull, the Ariel, and very soon after starting, took the agency for the Duplex Excelsior. They also took a lot of the machines that were brought over for the Centennial, and placed them in their warerooms and riding school.

DALTON, of the Boston Club, got one of these centennial machines about this time. Lawford, of Timms & Lawford, came over with the goods for exhibition, and he sold them in America. I think Dalton was the third American rider.

CHANDLER was the first rider that I know of. An uncle of his sent him a machine from England, and he rode it about Boston, the cynosure of all eyes. He was a good pioneer. Strong, well made, graceful, good looking, he gave



character and dignity to the sport in its inception.

Soon after this Williams and Heath were called to Europe, and Cunningham was left alone. It was then that Weston determined to abandon an architect's career and enter the business. He left his desk and went behind the counter.

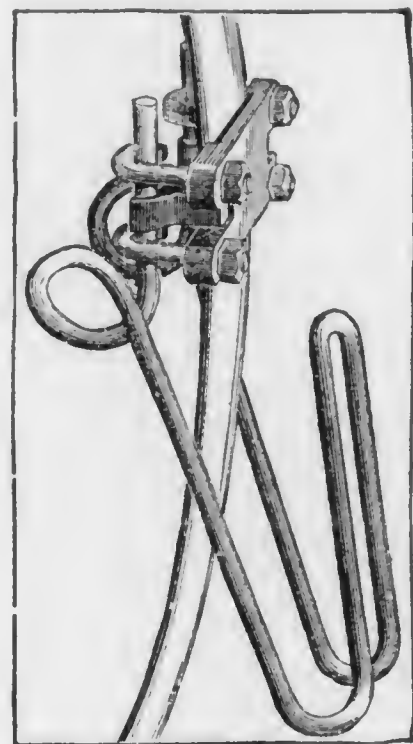
Titus was born the pioneer house. Its after history is known to us all. Proud in its birth, its life has been a fruitful one, and its demise is a tragedy.

I do not pretend to be a historian. I but gather impressions and cast them forth. They have not the force of history, nor the glamor of fiction; but midway between these two I hope to strike a chord of sympathy that shall cause my readers to say he has given us profit for our reading, and a pleasant hour withal.

AUDUBON, they tell us, would often sit a whole day, concealed in a bush, watching the actions of a bird. Had he discovered himself the bird would have flown away. He remained in concealment and drank in knowledge of great value to the world. I would not be known. To those who would know me, I say, Do not remove my shield. I have no shaft to wing from behind it, and my mission is a worthy one, for I gather only the roses

BY THE WAY.

## MANUFACTURE



The Patton Cradle Spring.

MANUFACTURED BY ZACHARIAS & SMITH,  
NEWARK, N. J.

THE latest variation of the principles involved in the cradle spring, comes to us from Zacharias & Smith, of Newark, N. J. We have not yet tried the spring, but it commends itself to us from its looks, and it may be found to make good the claims of its makers. It is designed expressly for the Star machine, but may

be adapted to the ordinary bicycle. It is clamped to the flat spring of the Star, and any suspension saddle can be used with it. By screwing the eye bolts up or down the horn of the saddle may be raised or lowered to suit individual riders.

### The "Genuine Humber" Tandem.

MR. A. G. POWELL, of Philadelphia, who is well known as a fast rider on both two and three wheelers, has been riding this "flier." He writes: "I tried it last evening with Mrs. P., and I must say I was more than delighted—it was a revelation. The hills on the Lancaster Pike, that made us get down to business on other machines, were just bowled, if I might describe it in that manner. The best part of all, Mrs. P. says she never rode so comfortable or felt safer." Mr. Powell's machine was geared to fifty-eight inches, and weighed ninety-eight pounds.

MESSRS. STODDARD, LOVERING & CO., have received the following unanimous testimonial from the members who used their Ridges on the Big Four Tour:—

Gentlemen, — We, the undersigned, members of the Big Four Tour, desire to express our appreciation and satisfaction with the manner in which the Rudge bicycles have stood the rough road work throughout the tour. As an all-round roadster, we believe that it has no equal, and cordially recommend it to road riders who desire a roadster for general riding, touring, and hill-climbing, which combines all the essential points of strength, durability, and easy running. Fraternally yours G. R. Bidwell, New York; W. S. Bull, Buffalo; Fred Jenkins, New York; Fred C. Hand, Scranton, Pa.; W. G. E. Peirce, Chicago; H. S. Wood, Philadelphia; F. W. Warner, Farmington, Mich.; J. W. Vivian, Boston; A. D. Peck, Jr., Boston; H. S. Wollison, Pittsfield, Mass.; G. L. Sawyer, Faribault, Minn.; Geo. S. Morley, Clyde, N. Y.; F. B. Graves, Rochester, N. Y.; F. G. King, Corry, Pa.; W. L. Gardener, Troy, N. Y.; S. H. Monell, New York; F. C. Stokes, Moorestown, N. Y.; C. W. Wagner, Ann Arbor, Mich.; A. M. Scott, Woodstock, Ont.; H. P. Simpson, Scranton, Pa.; J. H. Johnson, Detroit, Mich.

## EXOTICS

MRS. ALLEN, of England, who holds the 24-hour ladies' tricycle record of the world, was announced for another trial, 6 July. She is credited with 200 miles in 24 hours.

THE English makers are taking to American names. Singer & Co. announce a Springfield tandem, and now Bayliss, Thomas & Co. have a Harvard safety.

THE Australians are an enterprising, and withal, an original set of men. One

of their innovations has been a race for a lady's bracelet the winner forthwith laying the guerdon of his powers "at the feet of his fair nominator." Such a revival of the courtly proceedings of the days of chivalry would be romantic, doubtless, but too much so for the blasé race-goers of this country, where a man who openly presented his prize to a woman would be ever thereafter derisively chaffed for "mashing in public."

GEORGE M. HENDREE has beaten the previous fastest records for a quarter-mile and half a-mile; but, as was the case with the mile record of 2m. 39s. made in America last year, the English solons will be sure to reject it as a world's record, on account of the American path being measured eighteen inches from the inner edge, whereas the N. C. U. regulation is for paths to be measured twelve inches from the inside. For exactly the same reason, there is talk of withholding the time-medals won by the competitors, who beat the standard time in the championships at Aston, the path there being measured eighteen inches from the edge. When the N. C. U. lay themselves out to split hairs, it is marvellous how very fine they succeeded in cutting them down; and yet it is a fact that the very men who are so strict as to measuring paths one foot from the edge are blindly content to ignore the difference between a raised and a level edge. The Crystal Palace track, for instance, has such a level edge that a wheel can touch it and ride over and over it at full speed without danger to the rider, but the Aston and American paths have solidly raised edges, to touch which means a certain cropper to either bicyclist or tricyclist. Consequently, the absence of danger in touching the edge at the C. P. enables cyclists to ride quite close to it even though it would not pay to actually cross the edge and ride on the gravel inside; but on the other tracks, the presence of the raised edge necessitates the preservation of a discreet distance to come-and-go in, so that actually the rider on the Aston or American path has to ride farther with eighteen-inch measurement than the rider on the Crystal Palace path with its twelve-inch margin. Hendree's wheel, on the Springfield track, must have covered a greater distance in riding nominally half-a-mile than it would have covered on the Crystal Park track, and to Hendree must belong the credit of holding the world's record at a quarter-mile and half-a-mile. — *Faet in Wheel World.*

### Racing Gossip.

I SEE by a copy of the Boston *Globe*, which has just come to hand, that Gatehouse and Illston seem to be the coming men of the English path. As I have seen both of these flyers, and, in fact, all the racing cracks, a word or two about them may not prove uninteresting, especially as there is good prospect of some of them visiting the States in the fall.

C. Sumner (1), 3.13½; Jay Steese (2). *One Mile*.—C. E. Stone (1), 3.2½; W. F. Knapp (2). *Half Mile*.—W. H. Whitmore (1), 1.26½; T. R. Finley (2). *One Mile, Club*.—C. Howland (1), 3.5. *Two Mile*.—W. F. Knapp (1), 6.23½; C. M. Brown (2). *One Mile*, 3.30;—W. S. Sheill (1), 3.12½. *Five Mile, Club*.—K. A. Pardee (1), 18.26½. *Slow Race*.—Jay Steese (1), 5.38½. *One Mile, Tricycle*.—C. Howland (1). *One Mile, Consolation*.—Burt Work (1).

THE Dorchester Club will offer at 3 P. M., Saturday, 25 July, a fifty-mile road race, open to all amateurs, for a first prize of a gold medal, valued at \$50, a second gold medal, valued at \$30, and a third prize of a cyclometer presented by the Butcher Company. The route will be as follows: Start on River street, Lower Mills, Dorchester, Central avenue, White street, Centre, Adams, to Quincy town; Hancock, School, Franklin, Independence avenue, Washington to South Braintree; Pond, North, Liberty and Main Streets, to turning point in square front of Howard House, Randolph; return over same route as far as Centre street, over Milton and Dorchester Hills to starting point, River street, through Hyde Park and Dedham, Dedham avenue, Great Plain avenue to turning point corner of Centre avenue, Needham, and return to starting point.

This course, while over some of the best roads in the State, is so arranged as to give spectators at the Lower Mills an opportunity to see the race at the start, when about half run, and at the finish, besides giving the people in several other towns an opportunity to witness the event. If enough entries are received to insure a success, a tricycle race of fifteen miles to Dedham and return, will be given for a first prize of a gold medal valued at \$25, and a second prize, gold medal, valued at \$15.

On the same afternoon there will be races of one, three, six, and fifteen miles, for club members, for valuable prizes presented by Stoddard, Lovering & Co., Overman Wheel Company, W. B. Everett & Co., Wm. Read & Sons, Lakin Cyclometer Company, and Boston Bicycle Shoe Company.

The winner of the 15-mile club race will receive, in addition to the first prize, a gold medal, presented by League Representative, Dr. W. G. Kendall, 176 Tremont street, who will give further particulars, and make arrangements for members of the Dorchester Club to go over portions of the course with intending contestants.

The Dorchester Club intend making the date a gala day for the town, and will welcome all visiting wheelmen. Prominent wheelmen will be invited to officiate as officers of the day.

The starting point at Lower Mills is but seven miles from Boston, over fine roads, and but a minute's walk from Milton station, Shawmut Branch of the Old Colony Railroad, or Dorchester avenue line of horse cars. Trains leave Old Colony depot for Milton at 1 and 3 P. M., and horse cars leave Old South Church every half hour.

A FEATURE of the recent races at Cote des Neiges, Canada, was a race on bicycles, five miles, more or less, all up hill. The contest was won by W. A. Murray, 4m. handicap, in 20m. 59s., G. S. Law, scratch, by more than 16s.

JOHN S. PRINCE will not appear at Springfield this year. Mr. Prince's explanation and reason for his action is reasonable enough when it is known that the week of the Springfield meet he receives a large certainty to give exhibitions against trotters at a Western fair circuit, which absorbs the Springfield dates.

It is proposed to have a 50-mile race at Franklin Park, Cliftondale, the latter part of this month. There will also be one and three mile races.

DURING the recent trip of the St. Louis Ramblers to Louisiana, Mo., races were announced to take place at the track; but this proving in poor condition, they were held on the evening of the 4th, on the street, a certain number of times around constituting a mile. The time of the winner was announced as 3m. 1s.

ASA DOLPH has accepted Prince's challenge to race two five-mile races, the latter to name any date after 20 July.

THE Genesee Bicycle Club of Rochester, N. Y., has decided to hold a grand tournament in September. An effort will be made to secure Hendree, Prince, and other noted bicyclists, including the English riders who will compete at Springfield. Prizes amounting to \$1,200 will be offered.

THE Providence Bicycle Club is making arrangements for the most extensive cycle tournament ever held in the State, to take place at the time of the State fair. The club has just passed its sixth birthday.

THE East Hartford Wheel Club have voted to construct a quarter-mile track, to be made, like the Springfield one, of clay, and to be situated on the south side of Burnside avenue.

THE tricycle road race of the Boston Club, set down for 3 August, will be an interesting event. The course of last year has been taken as a basis for this season's track, and with but few minor deviations, will be the one to be ridden over. The chief change will be as regards the crossing of railroad tracks, which last year were found decidedly detrimental to the contestants. To obviate this difficulty a new finish has been fixed upon, which will be somewhere on Beacon street. Subject to alterations, if any

are thought necessary, the course to be traversed will be: Starting from Bailey's Hotel, South Natick, at 6 A. M., direct to big sign boards, thence through Beacon street to gate house at reservoir, going between the reservoirs and out at the main gate, turning to left through Boylston street, Chestnut Hill avenue, Winship street, Cambridge street, Brighton avenue, Beacon street, and finish at or near the Public Garden. To avoid any question regarding the distance, the route, now estimated at sixteen miles, will be carefully surveyed, and a system of checking will be used, which will leave no room for doubt as to whether or not the rider has gone over the course. For prizes, it is proposed to offer an elegant gold medal to the first man, and record rewards for those who break Mr. Burnham's time of last year.

A FEATURE of the new grounds of the Athletic Clubhouse Company, of Montreal, Canada, at Cote des Neiges on 4 July, was a race on bicycles, five miles, more or less, all up hill. It was won by W. A. Murray, 4m. start, in 20m. 59s.; G. S. Law, scratch, second, by more than sixteen seconds.

A ONE-MILE bicycle race, contestants P. N. Myers, of Covington, Ky., G. L. Beach, of Latonia, Ky., and J. H. Bowermaster, of Xenia, O., took place at the fair grounds in Springfield, O., 4 July, and was won by Myers in 3m. 30s.

Prince Wells has made a best on record for the unicycle, at Columbus, Ind. The start was made from a stand still on a track measured eighteen inches from the pole, one half mile, 3.0½; one mile, 6.45½.

HARTFORD PROGRAMME.—The following is the Hartford programme for the races of 2 and 3 September.

### FIRST DAY, 2 September.

*One Mile*.—Novice; *One Mile*.—Tricycle; *Five Mile*.—Professional; *One Mile*.—Amateur—open; Professional Fancy Riding; *Five Mile*.—State Championship; *One Mile*.—Ride and Run; *Ten Mile*.—Amateur—open; *Three Mile*.—Amateur, class 9.45; *One Mile*. Tug of War.

### SECOND DAY, 3 September.

*One Mile*.—Three Minute Class; *Five Mile*.—League of American Wheelmen Championship; *Ten Mile*.—Professional; *Three Mile*.—Amateur—open; *Three Mile*.—Tricycle; *Three Mile*.—State Championship; *One Mile*.—Safety Bicycle; *One Mile*.—Professional; *Five Mile*.—Amateur—open; *One Mile*.—Consolation.

### ENTRANCE FEES.

*Amateurs*.—\$1.00 for each event. *Professionals*.—One mile, \$3.00; five mile, \$5.00; ten mile, \$10. Entries close 27 August, and should be addressed

ROBERT F. WAY,  
P. O. Box 1025, Hartford, Conn., U. S. A.



*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

#### WHEEL CLUB DOINGS

FLORENCE, MASS. The Florence Cycle Club has been formed with eighteen members. President, A. G. Hill; vice-president, O. M. Smith; Captain, Wm. Haven.

At a meeting of the Missouri Bicycle Club, of St. Louis, last week, a committee was appointed to submit a plan for building a new club-house, which will cost \$15,000.

WAKEFIELD. At the monthly meeting of the Wakefield Club, the following officers were elected for the ensuing six months: President, C. P. Knight; vice-president, E. L. Heath; secretary and treasurer, G. O. Sheldon; captain, P. A. Parker; lieutenant, A. T. McKay; club committee, consisting of the president, secretary and F. G. Nichols. The club will observe its second anniversary 16 July by a barge run and supper at the beach in the evening. It will also have a week's tour along the North shore the first week in September, where it has hired a cottage at York beach, and will spend a second week at Springfield to witness the races. The club is in a very prosperous condition, having now twenty-two active and three associate members, and the prospects are bright for a much larger number. The present club rooms are not large enough, and before fall they will have enlarged them to twice their present size.

ST. LOUIS. The Missouri Club, of St. Louis, is in pretty flourishing condition, if the following statement of the condition is any criterion. They have in use fourteen Experts, 52-inch; eight Stars, 48 $\frac{1}{2}$ -inch; seven Royal Mail, 52-inch; five Rudges, 52-inch; four Standards, 51 $\frac{1}{2}$ -inch; three Kangaroos, 36-54; two Sanspareils, 47 inches; two Victors, 52; one D. H. F. Premier; one Facile, 38; one Columbia light roadster, 53; one Apollo, 56; one Harvard, 50; one Royal Mail two track tricycle, 48; one Columbia two track tricycle, 48. In the club fifty-two bicycles are ridden, the average size of the wheels being 49  $\frac{1}{2}$  inches. The average age of the members is twenty-eight and one-fourth years. From April to 14 June there have been eleven club runs, the average distance of which was twenty-two and a half miles.

The Massachusetts Bicycle Club has just issued its year book for 1885. It is a neatly printed pamphlet of twenty-two pages, and contains the rules and regula-

tions, and list of members and officers, with their business addresses. The membership is now about two hundred and twenty-five.

In answer to the invitation extended by the Rockingham Bicycle Club, of Portsmouth, to the New Hampshire Division of the L. A. W. and friends, nearly ninety bicyclers assembled and enjoyed a run of thirty miles about the beaches, 4 July. The weather was perfect, the roads were in excellent condition, and every feature of the programme was accomplished on time.

The Nashville Bicycle Club accepted an invitation from the proprietor of the Eldorado Springs to spend the Fourth of July there, and sixteen wheelmen made the run. At the springs the wheelmen participated in a barbecue and a ball, and gave an exhibition of fancy riding.

#### CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.  
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, Concord, Mass.  
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.  
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.  
New Hampshire.—W. V. Gilman, Nashua.  
New Jersey.—L. H. Johnson, Orange.  
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.  
Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division.—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: J. A. V. Hurd, Pigeon Cove, Mass.; W. Whiteside, 110 East 36th street, New York City; F. J. Bayliss, Binghampton, N. Y.

APPOINTMENTS.—Consul for Albany, N. Y., A. H. Scott, good, 70 South Pearl street; consul for Ottumwa, Iowa, A. L. Eaton, 303 East 4th street; State consul for Iowa, S. B. Wright, Oskaloosa.

#### TO CORRESPONDENTS

M. J.—We take no account of machines in entering records. It is not the machine, but the man that wins.

J. M.—A lady can ride it easily.

A. T. LANE.—Don't know. Will find out.

PEORIA CLUB.—Crowded out. In type. Next week.

SLOW.—We can't give you the best record for a slow race.

H. G.—No appointment has been made as yet.

AGENT.—Your club received. Thanks.

#### FIXTURES

17 July:  
Down East tour.

18 July:  
Annual meet of N. J. division, L. A. W., at Orange.

20 and 21 July:  
Ohio State Division, L. A. W., meet and tournament at Springfield. Half mile bicycle championship.

23 July:  
Races of Pine Tree W. C., Bangor, Me. Two-mile State championship.

25 July:  
Dorchester Club road race.

3 August:  
Tricycle road race by Boston Club.

3 August:  
Annual Cyclists' camp at Harrogate, England.

13 August:  
Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August:  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

1 and 2 September:  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 57-inch Sanspareil, light roadster, new this season, in excellent condition; write for particulars. ED. CARPENTER, No. 51, Market street, Wilkesbarre, Pa.

FOR SALE.—One 54 inch Yale, light roadster, painted and nickelled, in excellent condition; it has a Bull & Haynes saddle bag, with tools; will sell for \$95, as I want to get a smaller wheel. Address WILLIAM N. WINANS, Box 1095, Springfield, Mass.

QUICK SALE.—Special Facile, 40-inch, enamel and nickel finish, ball bearings, fine condition, nearly new; cost \$139.50; price \$122; owner bought larger Facile. Address FACILE, care G. W. Wilkinson, 28 Pemberton square, Boston.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

CHEAP.—One Victor tricycle, very latest pattern, run ten miles, good as new, \$115; one 50-inch British Challenge, full-nickelled, bell, cyclometer, excellent condition, \$110; one 54-inch full-nickelled Expert, R. T. ball pedals, good condition, \$105; also, twenty other second-hand machines, all bargains. Send stamp for list. FRED. P. EDMANS, Troy, N. Y.

BARGAINS.—All in perfect order, guaranteed, 52 inch Standard Columbia, \$50; 50-inch Standard Columbia, nickelled, \$55; 48-inch Standard Columbia, painted, \$45; 48-inch Union, \$40; 46-inch Ideal, \$37.50; 42-inch Acme, \$25; 36-inch Otto Special, \$15; 50-inch Victor tricycle, new, \$110; 42-inch tricycle, R. T., \$55; 51-inch Star, full-nickelled, \$55. GARVEY'S BICYCLE SHOP, Broadway, corner 59th street, New York.

ASTONISHING BARGAINS.—Standard Columbia, 44-inch, \$45; 52-inch, \$45; 54-inch, \$50; 50-inch, ball bearings, dropped bars, \$65; 52-inch, nickelled, \$7 lantern, \$70; 56-inch, enamel, ball bearings, \$70; American Clubs, 50-inch, full-nickelled, run one hundred and fifty miles, \$100; 52-inch, ball pedals, \$110; 53-inch Special Club, full-nickelled, ball pedals, \$85; 54-inch, ditto, good as new, \$105; 52-inch Premier, half nickelled, ball bearings, \$65; 50-inch full-nickelled Expert, c-w-horn bars, \$105; 52-inch Columbia, light roadster, \$120; 54-inch Victor, new, \$110; 53-inch Star, nickelled, \$60; 54-inch, nickelled, including rims, power traps, rocker pedals, dropped bars, S. & B. saddle, luggage carrier, cost \$145, sell for \$85; Rudge tandem tricycle, cost \$220, sell for \$150; twenty others, all sizes, at slaughter prices to close. Enclose stamp for list, stating wants. NEW YORK BICYCLE AGENCY, P. O. Box 2434.

#### BICYCLES!

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.



EASY.  
FAST.  
SAFE.  
When writing, mention this paper.

JAS. S. NEWELL & CO.  
302 Federal Street, Boston,

Manufacturers of PRESSES AND DIES  
New Machinery Designed and Built.

BICYCLES and TRICYCLES  
REPAIRED,

Painted, Enamelled, Nickel Plated

Repairing a Specialty.

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILL S. ARWELL, telephone No. 1935.

EDW. P. BURNHAM,

AGENT FOR

Royal Mail, Victor and Premier Bicycles and Tricycles, Royal Mail Tandem Tricycle (2 track), and KANGAROO, the only Real Safety.

Full line of Sundries. Second-hand Machines bought, sold, or taken in exchange.

Residence, Fayette St., Newton.

#### FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.

Price, 50 cents a bottle, with camel hair brush.

#### FACILE LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

#### THE FACILE

holds the following Road Records of the world:

Ten miles.....in 1h. 15m. (21 miles actually).  
Twenty miles.....in 3h. 15m. (51 miles actually).  
Fifty miles.....covering 266 1-4 miles.  
Twenty-four hours.....covering 924 miles.  
Seven days.....covering 1,332 miles in 12 days, 20 hours.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever, and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

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With Chain. By Mail, 75 cents.

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OVERMAN \* WHEEL \* CO.  
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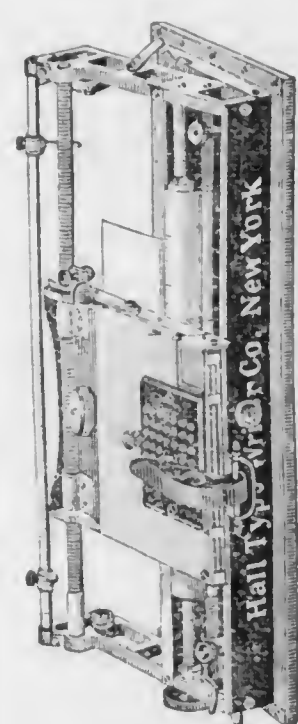
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BICYCLE SUITS made from Cassimere, Corduroy, Flannel and Jersey Cloth.

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New York, May 15, 1885.

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Never knew what solid comfort was before. If I could not get another **Patton Cradle Spring**, I would not sell mine for **FIFTY DOLLARS**.  
Yours truly,  
J. B. MARTINE,  
Naval Officer.

For riding Rough Roads the **Patton Spring** is grand. It lends a new charm to Coasting. If you want comfort send for one, giving your weight.

Price, \$3.50, Plain. \$4.00, Nickelled.

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J. S. MURRAY,

Formerly with the CUNNINGHAM CO.

Has opened a new place at

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Which will be known as

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RIDING SCHOOL AND REPAIR SHOP CONNECTED. FIRST-  
CLASS REPAIRS AT REASONABLE RATES.Purchasers taught free. Satisfaction guaranteed in all  
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**BICYCLES.--EASY PAYMENTS.**  
BICYCLES \$8 to \$160. Tricycles \$7.50. Velocipedes,  
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new illustrated Catalogue of Wheel Goods,  
including many novelties in sundries and particulars of  
our instalment plan--of interest to every actual or  
prospective wheelman. Many in the Atlantic states  
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equalized. Second-hand wheels handled. GEO. W.  
ROUSE & SON, 9 G St., Peoria, Ill. NOVELTIES  
IN SUNDRIES.

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corner 59th street, Central Park entrance, New  
York; repairing, nickelling, and jappanning; second-  
hand wheels of all kinds wanted and for sale. Send  
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all high-class machines; repairing, nickelling, and  
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**LAMSON'S LUGGAGE CARRIER**, the cheap-  
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May be put in pocket when not in use. By mail, seventy-  
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land, Me.

**LEAGUE OF AMERICAN WHEELMEN**  
—Gold L. A. W. badge pins, \$1.50 to \$10 each  
Send for circular to C. H. LAMSON, Portland, Me.  
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**THE CRESCENT BICYCLE ROSE SUP-  
PORTER**, with patent alligator clasp; the latest  
and best article of the kind; cyclers who are using this  
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cents by W. J. WALTERS, Prospect, N. Y.

**BICYCLE LEGGINS.** Good shape, durable, neat.  
Made of brown canvas, lined. Gilt buttons on the  
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**THE "ACME" TIRE HEATER.**—Price  
\$1.00; the most convenient Heater for use in cities  
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less expensive than an alcohol lamp; gives plenty of  
heat, and does not smoke up the room; full directions  
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C. H. LAMSON, 201 Middle street, Portland, Me.

Fishing Season  
For 1885.

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LIQUID ENAMEL!For touching up or entirely re-enamelling  
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Price, 75 cents a bottle. Cannot be sent by  
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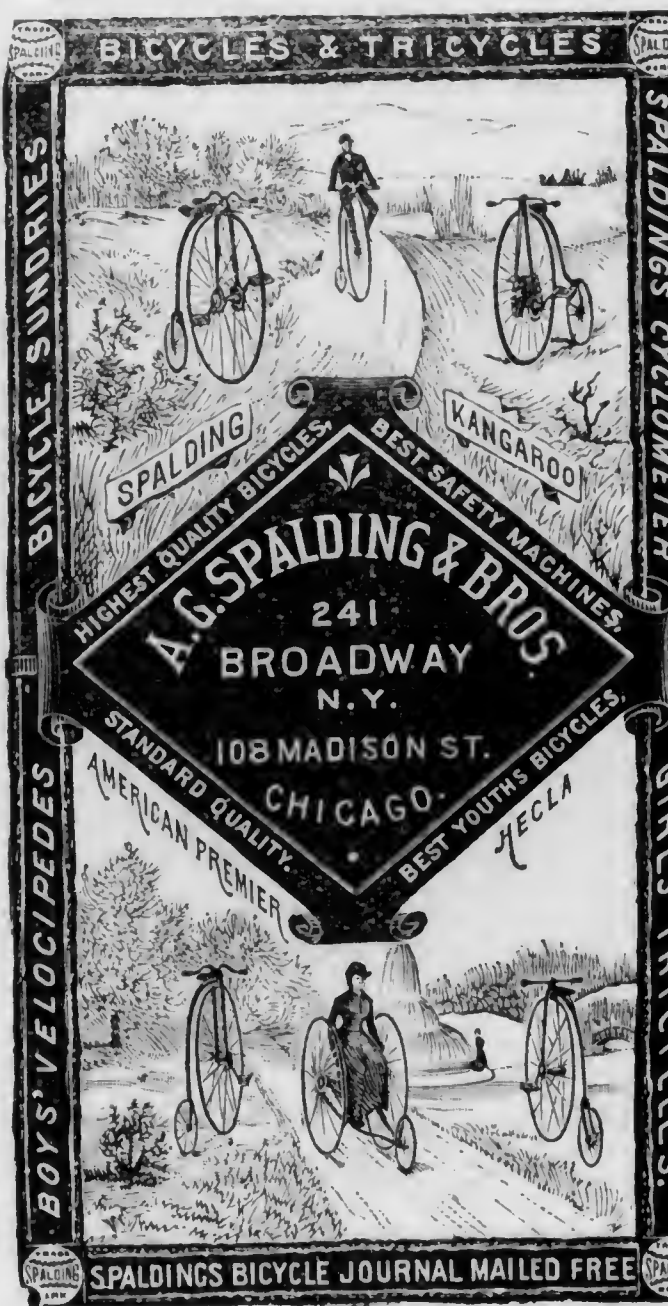
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"I have ridden over 9,000 miles on the 'Expert' Columbia."  
"By far the most satisfactory wheel made."  
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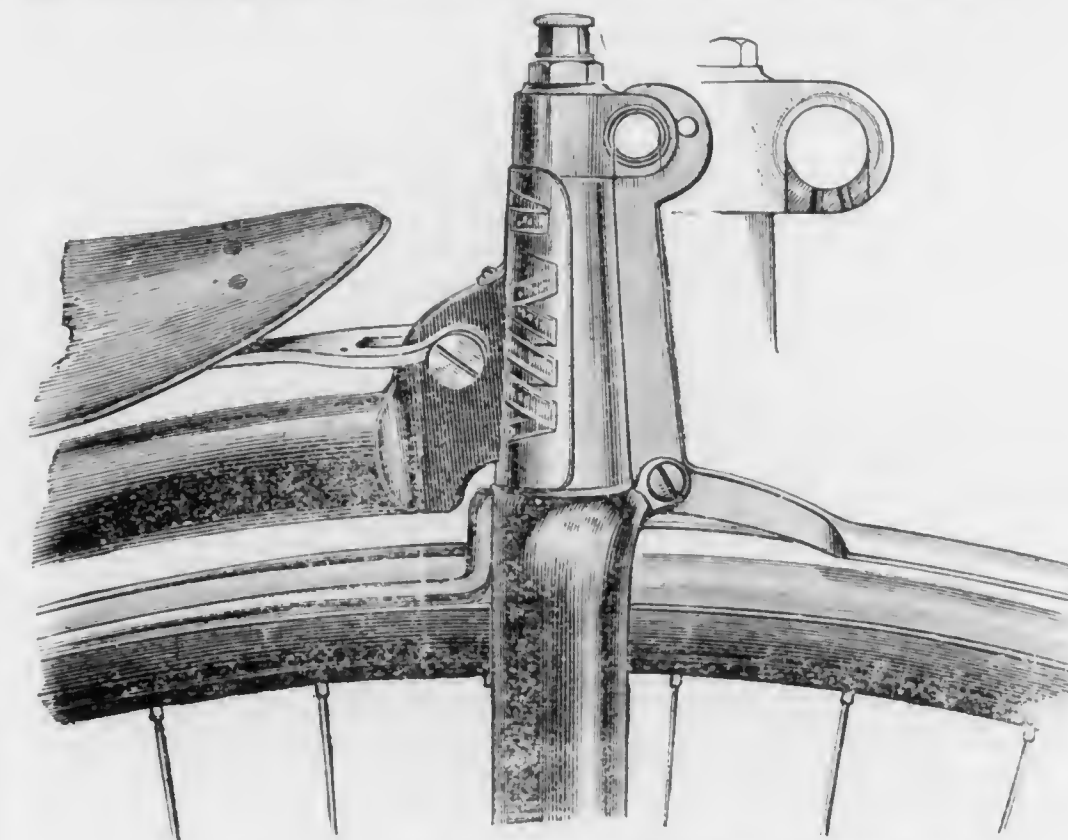
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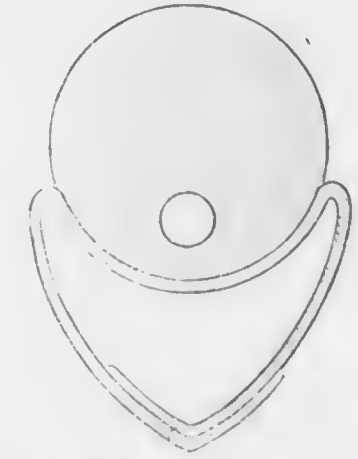
## The American, Pilot Roadster, Light Roadster, Safety, and Two-Track Tricycle

ARE NOW READY.

They are of the very highest grade every way. MANY NOVEL AND PATENTED FEATURES ARE INTRODUCED that are used in no other wheels. The American Pilot Machines are the only ones containing **THE LATEST AMERICAN IMPROVEMENTS**, combined with the best **ENGLISH STEEL, WORKMANSHIP AND FINISH**, and are conceded to be the most original, scientific and desirable ever offered.



Pilot Steering Head, with Handle Bar detached.



Section of new pattern Warwick hollow rim, used on the **PILOT LIGHT ROADSTER**, and wire compressed and cemented tire used on all Pilot Machines, the most elastic and durable tire made, and the only one not loosened by heat or cold.

## Brief of 50-inch American Express.

1-inch and 3/4-inch best red rubber tires; direct spokes; Down's Aeolus ball bearings to both wheels; detachable cranks; Aeolus ball pedals; elliptical front fork, semi-hollow back fork; 1 3/4-inch perch; Andrew's head, with long centres; dust shield, leg guard; 27-inch cow-horn handle bar; large horn handles; grip lever brake; Harrington's latest cradle spring, adjustable to rider's weight; suspension saddle, bag and tools. 4 5/8-inch hubs of burnished gun metal. Forks and perch are of best weldless steel tube. The head, neck, axle, cranks, bearings, rims, spokes, etc., are of best steel. It is very rigid, thoroughly well-made, and warranted. For strength, durability, and easy running power, it is equal to any machine made.

It is finished in but one style of nickel and paint, as shown in the cut, and at the low price offered, no variation can be made.

Weight, 44 pounds.

Price, 50-inch, \$100.

\$2.50 rise.

Sizes 46 to 56 inch in stock.  
This is positively the best value ever offered, and is un-  
equalled by any wheel sold for less than \$125.

Illustrated Price List mailed on request.



AMERICAN EXPRESS.

LATTA BROS.,

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— ENGLISH AND AMERICAN, —

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American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, *Bicyclists Indispensable*, *Tricyclists Indispensable*, Etc., Etc.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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THERE will be no edition of this work in 1885. Seventy-five cents by mail.

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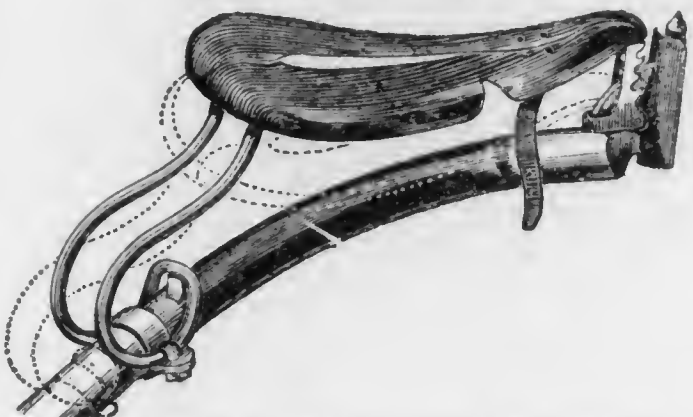
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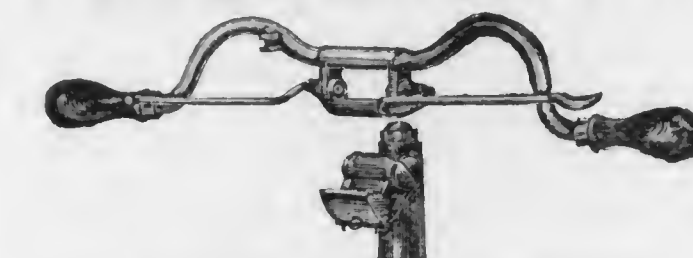
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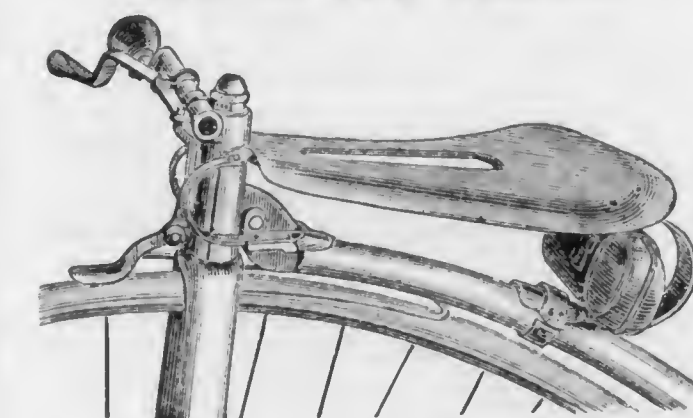
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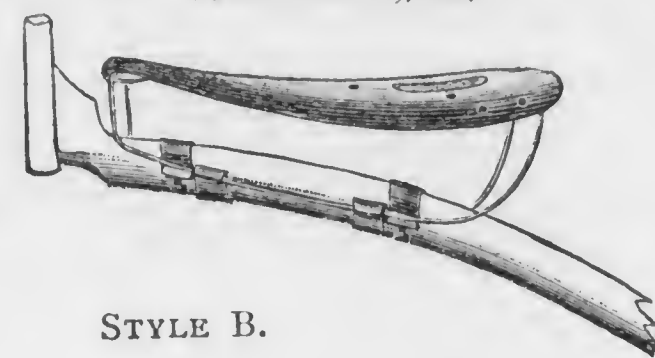
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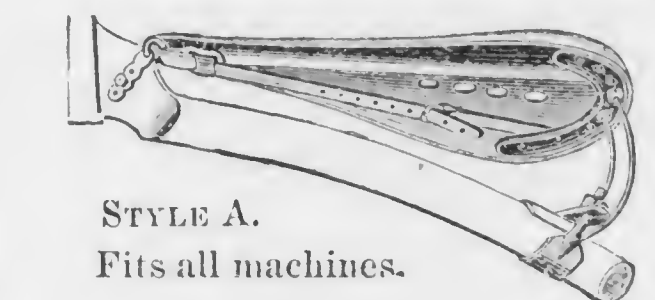
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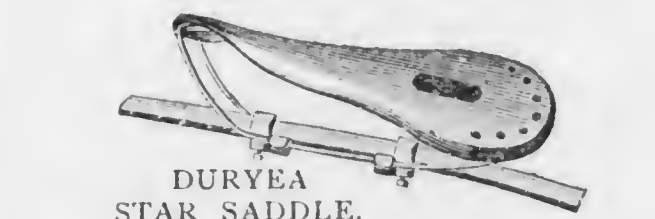


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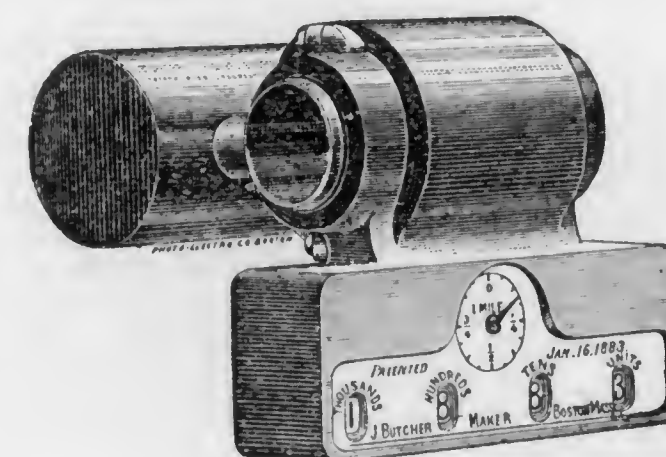
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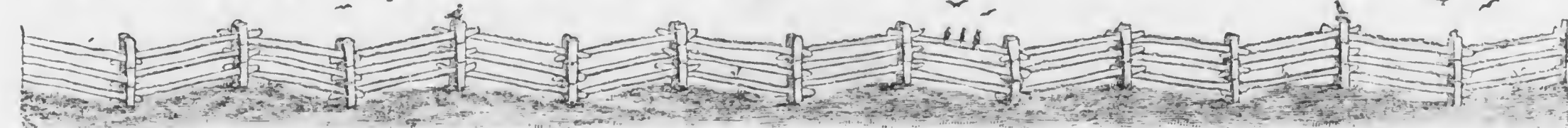
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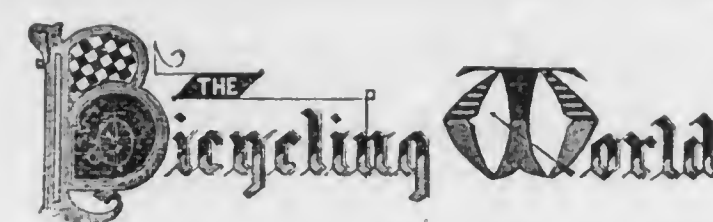
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 24 JULY, 1885.

WHAT is an amateur? See the law as laid down by the League. Is he a *rara avis*? We think so. It is one thing to make a law, another thing to enforce it. The League has put its foot down squarely upon the question. It will have no professionals in its ranks. It has passed a strict amateur law. Will the law be lived up to? Time will show.

UNDER a strict enforcement of the law such race meetings as are held at Springfield and Cleveland and Hartford cannot exist. The interest in them centres about the makers' amateurs. Without the makers' amateurs the race meetings would be slow affairs.

How many of the fliers at these large tournaments could hold up their hands and subscribe under oath that they have lived up to the following rule: "No com-

petitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source, any payment for his expenses?"

How many racing men would travel long distances to race meetings if the prizes were of no greater value than \$50? And yet these rules carry out the true amateur idea.

A PROFESSIONAL makes a profession of bicycle racing. He gives his whole time to it. Ergo, he can do better work than the amateur, and it is unfair to pit one against the other. The existence of the rule is an admission that we must expect the best results in racing from the professionals. It would be strange if this were not so. But there is another point of view. A is a man dependent upon his labor for his daily bread. He gets little time to ride, and his preparation for racing is in the evening after a hard day's toil. B is the son of a rich merchant. He has little else to do but train for racing. He engages in the sport for the love of it certainly, but he gives no less time to it than do the professionals. A and B are amateurs. Is it fair to place them in competition? C is employed by a bicycle dealer ostensibly as a mechanic. He is on the pay roll of the factory, and draws his wages with the mechanics. And yet he never goes to the shop, and he spends all his time on the race track. He is a professional in spirit, though he lives up to the letter of the amateur law. He can join the League, he can enter the amateur events, but others who are more straightforward and come out boldly, as professionals are debarred from the League, and they seldom get a chance to race, from the fact that professional events seldom find a place on race programmes.

IN no sport, trade or business do we look for such results from amateurs as from professionals. The trouble has been all along in cycling circles that we have looked for more from the amateurs than from the professionals. Where the eyes of the people are directed, there will the showmen congregate.

We had a letter from a friend this week who cited the case of a wheelman who

had won three bicycles at race meetings, and he found himself unable to sell them under the new rule, which makes a man a professional who thus disposes of his prizes. The trouble is not with the rule. It has grown out of the practice among race committees of offering prizes of large intrinsic value, which excite the greed of racing men. To the true amateur a ribbon is prize enough.

OHIO spoke at the League meet through the eloquent tongue of Kirkpatrick, and put herself on record in favor of a league for amateurs only. Did Ohio make a bid for the true amateurs when she announced that the prizes at the tournament held last Monday were to be the "handsomest ever used in this country?" Why does Cleveland say that "\$1,500 in purses and elegant prizes will be given at the tournament to be held in August?" Let Ohio be true to her ideas.

CHICAGO is not imbued with the amateur spirit to such an extent as obtains in the Eastern States, and at the League her representatives let matters take their course. Chicago is to give a race meeting on Saturday next, and the prizes for the amateur events are medals in every instance. But she does not ignore the professional, and finds place on her programme for professional events. Chicago is working in the right direction.

SPRINGFIELD has always given the professionals a chance. At the tournaments held in that city, races for both classes have always been on the programme. True it is, she has given large prizes, and attracted makers' amateurs from all over the world, but we believe she will wheel into line at the proper time and give wheelmen what they want, *i. e.*, perfection in racing, as shown by those who devote their lives to it.

HARTFORD had a voice in the meeting also, and it was in favor of the amateur idea. Will Hartford put itself on record and announce that at its tournament in September no prize exceeding \$50 in value will be awarded?

It's no use, gentlemen; the reform has got to commence at the root. You may pass strict amateur laws, you may instruct your racing board to disqualify makers' amateurs, but so long as you do everything to encourage the wolf in



sheep's clothing, your crop of wool will be short.

SWEEP away these large tournaments with their glittering array of valuable prizes, and substitute in their stead modest race meetings, with prizes of small value for the amateur events, and good prizes for the professional events, and you will make a long step in the direction the League has signified its intention to travel.

"BUT," says some one, "these tournaments serve a good purpose, and we must have them. They give us racing in its perfection, and that's what we all want." The point is well taken. But with a strict amateur rule we must look to perfection in racing from the professionals. Given a strict amateur rule well lived up to, and there would be little that is attractive in an amateur race. It would compare with professional events just as an amateur theatrical entertainment compares with a professional one, or an amateur base ball match compares with those given by the National League. From the professional who gives all his time and attention to a thing, must we expect the best results. We fear that the League wish an amateur rule on the book, but do not care for its enforcement.

It is well enough for the representatives from Ohio and Connecticut to go to the Meet, and put a strong amateur law on the books. Let them supplement this by going home and arranging their race meetings consistently with this idea. When that time comes we may look for the reform that is asked for.

PHILADELPHIA is consistent. She believes in a strict amateur law and she organizes her race meetings in the spirit of the law. But nobody goes to a Philadelphia race meeting.

THE moral of all this is, that wheelmen who are working with the League should act in harmony with its ideas. The League has pronounced itself in favor of pure amateurship. Let us have it. Let nothing be done to encourage the false amateurs. The race promoters can do more in this line than can the racing board. If the amateur races are unattractive to the maker's amateurs they will

go into the professional ranks. A good system of invitation races will do much to purify the amateur ranks.

WE do not wish to condemn the action of manufacturers in putting machines upon the track to advertise them. It is a fair enough method of advertising if they come out boldly, and show their hands. We believe they would prefer to send their men into the professional races if the professional races were as attractive as the amateur races now are.

LET the curtain ring down on the farce. Let the drama begin.

WE hope our readers will not fail to read the *Tribune* editorial, which we reproduce in our columns. It is written from a text we have preached from many times. The path is no place for a bicycle, and yet three in five wheelmen take the sidewalk whenever they can. In the Northern States wheelmen have equal rights with carriages, and it is base ingratitude to go beyond what the law allows. Keep to the road.

SHAKESPEARE remarks that the man who steals a purse steals trash, and then comes down with strong but choice language upon the conduct of him who steals the good name of any one. If it is criminal to steal the good name of an individual, what shall we say of those who steal the good name of a club. We have often called attention to the fact of the appropriation by a club of a name held by another club, and in nearly every instance it has been shown that the members were unaware that the name they took was in use, and they have readily made a change. But now we have a club that has appropriated the name of a kindred organization, seemingly with malice aforethought, and they refuse to make a change. We regret to say that Massachusetts is the scene of this operation. Not far from the heart of the old Commonwealth there is located one of the oldest and best bicycle clubs in America. They have won a good name and are proud of it. They have been put to no little trouble of late from the fact that a new club has sprung up in the same city and adopted their name. The new club has received invitations intended for the old club and accepted them; they have received goods sent to the old club and appropriated them to their own uses;

and in a number of ways they have put the old club to serious inconvenience. Overtures have been made to them to change their name, but to no avail. An offer has been made to pay all the expense for printing new rules and buying new badges, but the good-name purloiners are obdurate. Steps will be taken, in a few days, to bring the conduct of these fellows to the attention of wheelmen throughout the country, and it remains to be seen whether or not public opinion will make them budge.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

*Editor Bicycling World:*—In your issue *WORLD*, 17 July, you do the city authorities of our place an injustice. We, as wheelmen, have always been accorded the fullest use of the streets and sidewalks, and the present trouble is confined entirely to the question of sidewalks. The wheelmen of our city can ride in the streets, I am sure, as well as those of other places.

The present question then, let me assure you, is simply whether the city ordinance restraining bicycles from using the sidewalks shall be enforced. You will favor me, as well as all wheelmen of our place, by correcting your statement in next issue.

ARTHUR C. HILLS.

ROCHESTER, N. Y., 18 July, 1885.

[This is a new view of the case, and one that transfers our sympathy from the wheelmen to the city authorities. It is eminently proper to exclude the wheel from the sidewalks, and if the streets are not good, wheelmen should work to effect a change. ED.]

### The Facile's Latest Records.

THE "J. O. G. Job," as they call it now, has been done by "the Ox," as they now call Oxborrow, and some notes thereon may be interesting. The record to be beaten was Adams', 1884, 6d. 23 $\frac{3}{4}$ h. In the first four days 527 miles were covered,—a large gain over Adams', which would have brought the total run down to six days, but for the extraordinary opposition of road, wind and mishaps. It was a marvel when, in 1881, the Facile first obtained prominence by doing 25 miles in less than two hours; a sensational marvel followed in 1882, when a 42-inch broke the 24-hours record with 214 $\frac{1}{2}$  miles. Then the marvellousness ceased; successive records of 221 $\frac{1}{2}$ , 242 $\frac{1}{2}$ , and 266 $\frac{1}{2}$ , in 24 hours, with the John O'Groat's record of 1884, were accepted as matters of course, in England, and in

this country with only a few lines in the wheel press, beyond what I have felt bound to give them. Records have gone down, and the Facile has gone up, and I do not care to make any hurrah over this. When a superb rider mounts a Facile to break a road record, it is certain that the record must break.

But something else broke, and I find a stupid and perhaps malicious item, traceable to no source, has started on the rounds, that the machine broke "in five different places" and the maker should explain. Of course the truth can never overtake this yarn, but the truth is this: the machine (46-inch) was of the "light roadster" sort, with  $\frac{3}{4}$  rim, too light for a 175-pound man on such a severe journey, although it had previous carried him 1,000 miles. On the first day he had a fall from a rut, and a hornless bull, disapproving small bicycles, charged on him and knocked him off and over; a day or two later, he had a fall in a street-car cutting, yet the machine went on until the seventh day. The front tire had been wearing and cutting away on the rough roads, until the wheel, in places, was *running on the rim* over the stony hills in the Scotch highlands, where winds were met which necessitated pedalling down hill. Weakened in this way, the rim at last broke into three pieces. Oxborrow lugged the machine into the next town on his shoulders, and telegraphed for his "coach's" Facile. His unfamiliarity with the route all through had led him continually into wrong turnings, by which he lost from one to as much as twenty-five miles distance, that had to be made unnecessarily; and his breakdown cost him 9 hours. If he were credited for these mishaps (as of course he cannot be as a matter of record) his time would come down some 15 hours, bringing it close to the even six days, which would evidently have been his time under anything like favorable circumstances.

Goodwin's rides are more remarkable yet, I think. Last year he rode a 38-inch Facile on this route, with Adams, doing the 924 miles in 8 days 14 hours, and then turned about and rode homeward to Manchester, doing 1,332 miles in 12 days 20 hours. This year, Goodwin has put that and all the long rides far in the rear. Kidding a 40-inch, he reached John O'Groat's in 7 days 13 $\frac{1}{2}$  hours; rested there *two hours only*, and started back to Land's End, making the round trip in 15 days 19 $\frac{1}{2}$  hours; resting over night, he rode on to London, making the 2,050 miles in just 19 consecutive days, an average of 108 miles a day. The only mishap to his mount was the breaking of two spokes, after the tire had been cut away. This was done in Goodwin's vacation, and he spent that in the saddle because he liked the fun. Goodwin has ridden a 38-inch Facile on the road over seventeen miles in 1h. 20m., and a miles in 3m. 45s.

I am watching to see Oxborrow knock the 24-hour record over again, which I understand he proposes to do. Mean-

while, I may venture to say of the Facile what "O. W. Co." says of the Victor, although the latter's recent 50 miles on the road in 3 hours 44 minutes and 10 seconds is half an hour behind the Facile's 50-mile road record,—"*there must be something in it.*"

JULIUS WILCOX.

NEW YORK, 4 July, 1885.

### From a Feminine Point of View.

SITTING beneath the greenwood tree, the cool mountain breezes dispelling the heat, all active work eschewed, and earnestly endeavoring to get through the hot season, I meditate.

DOWN in the city the sun glares upon the streets and the house-tops; the city is full of dust and rattle and nauseous smells. What wonder then that the denizens of the place hasten to shake the dust from their feet, and hie them countryward.

LEAN, nervous, prosperous middle-aged men and old-faced youths fill the trains and boats, and find haven, if not ease, in the seashore and mountain inns. Others, less fortunate, confine their flitting to nights spent at the sea-shore with their families while they turn the weary grindstone by day in the city. These go, but they return.

ORLANDO at evening courts the well-dressed Rosalind in the heavy intervals of the hotel hop; cheap Jacques unfolds his second hand philosophy and warmed over cynicism on the lawn or the beach; and Oliver, on the piazza, discusses with bankers and brokers and importers the state of trade or the ways of stocks, and has little thought for his Celia gossiping with the other women, or for their babies dancing in silks and laces under the great chandelier. Commonplaces, good clothes, back biting, the slang of State street, and strains from "Pinalore," "Tannhäuser," and the latest waltz decorate these cool, moonlit hours.

THEN back again in the morning to the glare and the noise and the dust and the elderly bananas and immature peaches, come the old men and the young, and counting house and office swallow for the next six hours the typical American citizen.

WHERE is the wonder if he is lean, dyspeptic, somewhat selfish, a lover of the dollar, a hater of all that is not "business?" His imagination carries him little beyond a good stroke in business. He has a placid contempt for the poor wretches who write books, and are not what he considers practical. A bicycle is to him an abomination, and the rider a subject for his bitter contempt. He has nothing of the boy left in him. If he ever knew the sweets of vagabondage

by wood and field, he has forgotten them long ago, and is more than content to spend his summer between the city and any one of the near, greedy, and certainly not rustic hostleries.

So let him be. The cakes of Arden are possibly the sweeter, its springs the clearer for his absence. There be men, however, vastly different. Men of activity, of strength, of daring. They are acquainted with the merits of the cycle, the magic of a revolving wheel, responsive to the pedals, the charms of a tour among the hills. They have learned what sweetness lies in the pursuit of happiness, they taste the liberal education of the woods, and drink the spiced and fragrant mountain air. They like to play the vagabond. To sink the shop and court the fields. To pause for a moment in the surmounting of columns of figures, and climb mountains. To plunge from the ledge into the cooling waters.

NATURE entreats her vagabonds gently, and man takes heart to be man and not a money machine. For a little he shuns ambition, and lives in the sun. Youth comes back, the simple, cordial old beliefs come back—the heart of the boy and the brain of the man feel the warm blood thrill between them.

THE cycle has come to regenerate the race. It will assuredly turn the money-making American into a much healthier, a more generous, aye, and a nobler man. It gives to him health and strength; it drives away dull care; it leads him up to nature's repository, and bids him taste the sweets.

THE whirring of wings and the rapid flight of a bird from amidst the bushes awakens me from my reverie, and I am reminded that newspaper readers do not wish for meditations, and that, with them, the practical is the thing sought for and read. Excuse me, I will return to the practical.

I WOULD not have it understood that I think of nothing but dress, for it may seem that I have talked about nothing else of late; but from a feminine point of view, the question of dress is an important one, especially when a domain is entered which calls for a costume radically different from that in common use. Hector treats with scorn all the little dress talk that Andromache has with her friends; but Hector forgets that Andromache has to plan and to lay out her work for the salvation of his purse. He goes to his tailor, gives an order, and has no more to do but wear the clothes. She has to construct her garments, nine cases in ten. If we could get an apparel with as little trouble as the men can, there would be less dress talk.

I WANT to give, this week, Mr. Hillier's



ideas regarding shoes. I am a firm advocate of the shoe for riding, and I find myself in hearty accord with Mr. Hillier.

"To begin with, the shoe should not be a heavy one; it should be constructed of stout, but soft and pliable leather. The sole should be of medium thickness; the heel not more than twice the thickness of the sole, and made very broadly, so as to afford the most complete rest to the foot and ankle when walking is indulged in. The upper of the shoe should be cut rather higher over the front of the foot than is usually the case, and the sides should be cut rather lower under the projection of the ankle, rising gradually from this point round the heel, which latter should contain a good strong stiffener. The waist of the sole of the shoe should be almost as light as the waist of a pump, as this prevents any drag on the heel, which often causes such perpetual annoyance to the rider. The front sole should be cut broadly across the toe, so that the foot within the shoe can be fully extended laterally, and any premonitory symptoms of cramp done away with."

"We have found it advisable to make the opening of the shoe run rather more towards the toe than would be the case with the ordinary pattern of walking shoe. The object is obvious. There is nothing so uncomfortable, as any practical tourist can testify, as the putting on of one's shoes the morning after a wet night's ride. They drag and grip the feet, pulling the stockings into awkward folds, which assuredly produce galls and blisters, and altogether cause the unfortunate rider to pass about as bad a quarter of an hour as can be feared. By making the shoe open farther down the front all this trouble is obviated, the shoe opened and easily dried, or at the worst, the grit and dust wiped out with a cloth; then the wet foot and damp stocking can, without any pulling, be placed flat in the shoe, and everything having been adjusted carefully, so as to avoid any trouble, the shoe is laced up over the foot, and although the rider may feel cold and miserable, he has not the additional discomfort of an aching foot crammed hastily into a tight and wet shoe. We have on many occasions tested this "idea," and we feel certain that any rider who has ever benefited by this very simple expedient will never again submit to the trouble and annoyance of an ordinary shoe under such circumstances."

"In some instances, where the foot is very tender, it may be found advantageous to have the tongue lined on the inside with a small piece of flannel, between which and the leather a little wadding may be judiciously inserted. This, however, if the fair rider wears stoutish stockings, will not be found necessary."

Mr. HILLIER has given a very good description of the Boston shoe, which is advertised in your columns. I have examined this shoe carefully, and found it to be as near perfection for a cycling shoe as we may hope to find. I shall certainly procure a pair.

DAISIE.

#### Peoria Bicycle Club Northern Tour.

ARRANGEMENTS for the Peoria Bicycle Club Northern tour, are now being completed, and we give below the programme as finally decided upon. Material changes have been made since the programme was originally announced, as instead of touring exclusively in Minnesota, as at first intended, it has been decided to spend four days a-wheel, in the delightful summer resort region between Madison and Milwaukee. Participants may be sure that every detail will be carefully looked after. The ground will be gone over in advance by a representative of our club, and all arrangements perfected. The expense will be less than \$50. Arrangements will soon be entirely completed, when we can advise those wishing information exactly what it will be. This will include hotel bills, sleepers, railroad fare, etc., from Rock Island to Chicago. Those desiring to participate are requested to address C. W. Freeman, captain Peoria Bicycle Club, Peoria, Ill., as soon as possible, as the number will necessarily be limited to fifty or less. Those desiring information concerning baggage, proper clothing, etc., can address C. F. Vail, 715 Main street, Peoria, Ill.

Saturday, 15 Aug. Members of the tour will meet at Rock Island, Ill., arriving on the afternoon and evening trains. Sunday, 16 August will be spent in visiting the three cities—Rock Island, Davenport and Moline, and in viewing the government island, arsenal, etc., under the guidance of members of the local clubs. Monday, 17 August, the tour proper will begin, and participants need not necessarily arrive at Rock Island until that morning. Taking boat at noon the party will proceed up the Mississippi, spending Tuesday and Wednesday enjoying the scenery and in getting acquainted. The Mississippi boats are celebrated for their excellent fare and magnificent appointments. The boats make lengthy stops at the principal places, giving the wheelmen ample time to visit the principal points of interest.

Arriving at St. Paul Thursday morning, 20 August, at 6 A. M., the day will be spent in that city, in the care of the St. Paul wheelmen. Friday morning, 21 August, the party will wheel to Minneapolis, via the Falls of Minnehaha and Fort Snelling, fourteen miles, arriving in time for dinner. After spending the remainder of the day and the forenoon of Saturday, in visiting the many points of interest in and about the city, the party will leave in the afternoon for Lake Minnetonka, distant eighteen

miles. Good roads and the finest summer resort in the West. Sunday, 23 August, will be spent at Lake Minnetonka, in bicycling, fishing, boating, and in enjoying the many pleasures of this popular resort. Returning Sunday night to Minneapolis, the party will take sleeper for Kilbourn City, Wis., where the forenoon of Monday, 24 August, will be spent viewing the romantic dells of the Wisconsin. Taking the afternoon train the party will proceed to Madison, fifty miles, where the evening and the next forenoon will be spent in visiting the Capital City, beautifully situated in the midst of Monona Lake. Leaving Tuesday afternoon, 25 August, we enter the lake and summer resort region of southern Wisconsin, wheeling through Sun Prairie and Waterloo to Watertown, thirty miles, over good roads. Leaving the next morning, Wednesday, 26 August, the party will wheel fifteen miles to Oconomowoc. The remainder of the day and Thursday and Friday will be spent a-wheel among the summer resorts between Oconomowoc and Milwaukee. A week can profitably be spent in this picturesque region, without seeing all the points of interest or testing all the sand papered surfaces. This is a perfect touring country, and the roads are all that could be wished for by the most enthusiastic wheelman. There are a number of fine hills, but as the down grade exceeds the upgrade 1,800 feet, no trouble will be experienced. Milwaukee wheelmen have kindly consented to act as guides through this delightful region. Friday night will be spent at Waukeshaw, and the next morning the party will wheel into Milwaukee, eighteen miles, where the remainder of the day will be spent viewing the many points of interest, and in trying the fine surfaces of the streets and drives of that city, under the guidance of local wheelmen. Sunday morning, 30 August, the party will take boat to Chicago, arriving at 2 P. M. Here the party will separate, taking night trains for home.

H. G. ROUSE.  
C. F. VAIL.  
C. W. FREEMAN.  
*Managing Committee.*

#### The Proper Place for the Bicycle.

THE recent accident in Prospect Park, Brooklyn, by which a child was run into and killed by a bicycle, should burn into the minds of the Park commissioners a fact recognized by every sensible wheelman, namely: that a path frequented by pedestrians is no place for a bicycle. Over and over again it has been decided in courts of law and before the tribunal of common sense that the bicycle is a vehicle, and as such, its use should be restricted to the roadway. By exactly the same train of reasoning it should be entitled to all the rights as well as subject to all the restrictions of the roadway, and no fossilized Park commissioners or turnpike companies should be legally fortified

# STOP! LOOK! READ!

## When You Buy,

Look more at the past reputation of the maker than at the present appearance of the machine. Paint, enamel and nickel covereth a multitude of flaws.



From the BICYCLING WORLD of July 17, 1885.

MESSRS. STODDARD, LOVERING & CO. have received the following unanimous testimonial from the members who used their RUGGES on the Big Four Tour:—  
*Gentlemen,*—We, the undersigned, members of the BIG FOUR TOUR, desire to express our appreciation and satisfaction with the manner in which the RUGGE bicycles have stood the rough road work throughout the tour. As an all-round roadster, we believe that it has no equal, and cordially recommend it to road riders who desire a roadster for general riding, touring, and hill-climbing, which combines all the essential points of strength, durability, and easy running. Fraternally yours, W. S. Bull, Buffalo; Fred Jenkins, New York; Fred C. Hand, Scranton, Pa.; W. G. E. Peirce, Chicago; H. S. Wood, Philadelphia; F. W. Warner, Farmington, Mich.; J. W. Vivian, Boston; A. D. Peck, Jr., Boston; H. S. Wollison, Pittsfield, Mass.; G. L. Sawyer, Faribault, Minn.; Geo. S. Morley, Clyde, N. Y.; F. B. Graves, Rochester, N. Y.; F. G. King, Corry, Pa.; W. L. Gardener, Troy, N. Y.; S. H. Monell, New York; F. C. Stokes, Moorestown, N. Y.; C. W. Wagner, Ann Arbor, Mich.; A. M. Scott, Woodstock, Ont.; H. P. Simpson, Scranton, Pa.; J. H. Johnson, Detroit, Mich.



## When You Buy,

Buy the Best, and although you find it perhaps a little higher in price at the start, you will find it the cheapest in the end.

## When You Buy,

Do not buy your machine on paper. See either the machine, or an exact counterpart of the machine you think of purchasing; then you know what you are getting.



## When You Buy,

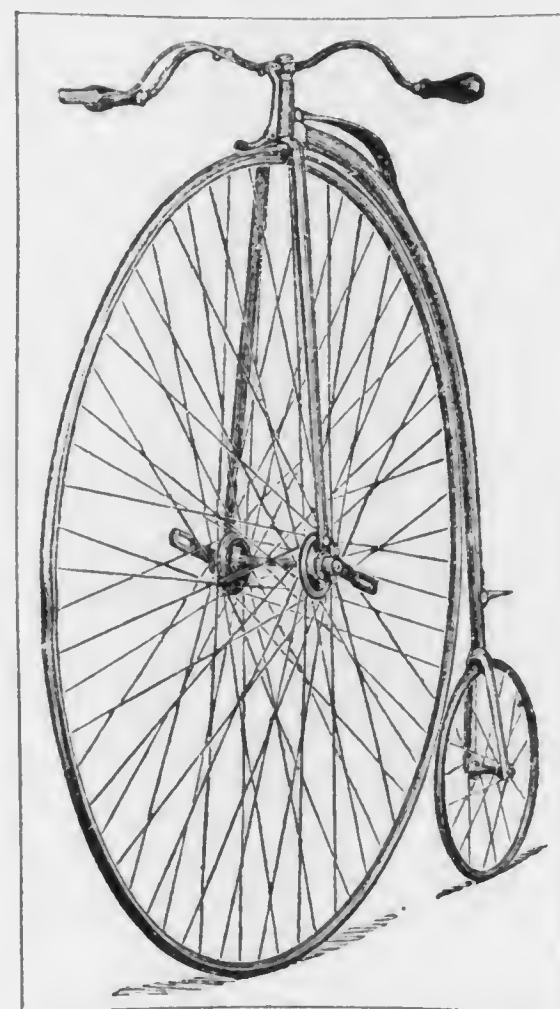
Give us a show with our machine. All we ask is a chance with the rest. If you are not satisfied after placing our machine in close comparison with others, we will not urge their sale.

# COMMENT IS NEEDLESS.



# APOLLO!

A Light Roadster of the Highest Grade.



SINGER'S

\* CYCLES \*

## SPECIFICATION.

BEARINGS — Front, new single adjustable ball.  
" Back, solid steel adjustable ball.

FORK — Front, new elliptic, hollow.  
" Back, half hollow.

BACKBONE — Oval steel.

HUBS — New pattern steel flanges.

SPOKES — New pattern steel tangent spokes (or direct).

FELLOES — Steel, hollow.

TIRES —  $\frac{3}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.

HANDLE-BAR — Steel, hollow, cowhorn.

HANDLES — Vulcanite, large.

SPRING — Low, sliding.

SADDLE — Long-distance "Eclipse."

PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).

BACK WHEEL — 17 $\frac{1}{2}$  inch.

FINISH — All bright parts plated, the remainder enamelled.

PRICE, 50-INCH - - - - - \$140.00.

## THE CHALLENGE SAFETY

The Model Safety Bicycle of the Day.

*Easy Running, Well Constructed, Rigid, and Free from Vibration.*

SEND FOR CATALOGUE OF 18 PATTERNS OF BICYCLES AND TRICYCLES CARRIED IN STOCK.

**W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.**

**PECK & SNYDER, New York Agents, 126 Nassau St., New York.**

the functions, increases the capability of the mind as much as it does the flexibility of the body.

I HAVE little sympathy with those who say, "Let the League give up racing and attend to touring." I believe the League should regulate and encourage both, though I do neither.

I MEAN by this, that I do not tour as do the Chicago and Down East tourists. I like to go with a few congenial friends with tastes and ideas in common. To me the results are far more satisfactory.

THREE riders can wheel up to a hotel and get better accommodation, more attention and better fare than can a hundred, even if they send word in advance that they are coming. Your modern country Boniface will tell you that he can make a party of a hundred comfortable, and give them enough to eat; but you come to believe that you have been talking with Ananias before you leave his place.

Oh no! Not for me the big tours with all their fuss and fustian. Give me the quiet run into the country with my chosen friends.

OPEN eyes are always learning. A garden, a wood, even a pool of water, encloses a whole library of knowledge, — waiting only to be read. These are everlasting types which Nature, in her great printing press, never breaks up. Would you read these pages? Then do not race, and do not travel in a crowd. Thus you will be ready to drink in the sweets that fringe your path.

BY THE WAY.

### A l'Abandon.

I DO wish the WORLD would right the Butcher Cyclometer cut in its advertising columns. A few only of the cycling papers have it as it should be.

I have seen the chairman of the racing board use a large cow-bell on some occasions, and it always attracted notice. Why would n't that answer if attached to the hub, Mr. Editor, if a real noise is really needed. When I attach a bell to my bicycle it will be when the law enjoins it, and then it will be only large enough to evade the law's intention. Give us the whistle, or let us speak gently to the erring horseman in front.

Are western and southern civic authorities more ignorant than eastern ones, or are riders in those sections more rash and reckless than we, that such intolerant restrictions are so constantly imposed upon them?

I doubt the assertion that the League can show a larger parade at a Boston meet than elsewhere; because League membership is comparatively small in this vicinity, and the unwise (in my opin-

ion) exclusiveness of the executive board in barring out "Karl Kron," and the rest of the unattached would make the bulk of our wheelmen merely indifferent on-lookers.

Notwithstanding "Daisie's" generally apt and intelligent comments and advice, I think her unwise in trying so persistently to persuade her hesitating sisters to adopt a special and peculiar costume, such as dress reformers (?) are endeavoring to introduce. The less we have of Dr. Mary Walkers on tricycles the sooner will the pastime become popular among the fair sex. The more we can impress ladies with the fact that they need not sacrifice taste, style, and feminine attractiveness, by cycling, the more proselytes we will gain. A lady desires to be conspicuous only for beauty, which, of course, includes beauty of mind, of heart, of character, as well as of outward person; but with every true woman, as we would have her, this last is by no means the least important. Therefore, "Daisie," tell all your friends who are thinking of the tricycle, to dress as prettily as they please, only taking care to avoid noticeable contrasts; such as a light or bright stockings or underskirt with a dark or plain dress. Of course, flannel underclothes always, and no more corset, if any, than is necessary to combine comfort with graceful appearance. As to shades, quiet ones are, in my opinion, to be preferred, but each lady will suit her own taste in this respect. As to "divided skirts," trousers, helmets, and that sort of thing, leave them to those females who are nothing if not oddly conspicuous.

"Notes by the Way," are wrong in according life to the velocipede so long as up to Fast Day of that season of excitement. I was a badly stricken victim myself, and remember distinctly that it was a most beautiful Washington's Birthday that cured us.

When shall we have an international championship bicycle contest with England's flyers for splendid medal or cup? I am of opinion that we could hold a trophy as long as the America's cup has been held by our yachts.

The projectors of forthcoming grand tournaments fully recognize the professional spirit animating the great bulk of our amateur wheelmen, when they so prominently and persistently announce the great pecuniary value of the prizes to be awarded to induce the fastest flyers to compete. NOAH COUNT.

### CURRENTS CALAMO

AND now send congratulations to Dr. Tyler. At this rate places on the racing board will be in demand.

ANY subscriber of ours who will send us the name of a new subscriber, may send us \$1.50 in payment. No renewals at this price, and the sender must be a subscriber direct.

H. J. HALL, JR., and A. C. D. Loucks,

of Brooklyn, N. Y., started out for a century run, 4 July. They covered 122 miles in 13h. 1m.

THEY tell us that Burley Ayers is a "Kanuck." Does the Queen intend to claim everybody?

WE have received a copy of "A Canterbury Pilgrimage" by Jo and Elizabeth Pennell. We shall notice it later.

STEDMAN BUTTRICK, who owns a newspaper route in Concord, has for some time delivered his papers from a tricycle; the papers being carried in a bag conveniently attached to the crossbar. By this arrangement he is able to save fully half the time, and to easily increase his territory.

THE first number of the *American Wheelmen*, a St. Louis publication, devoted exclusively to the wheel, will be issued 3 August.

S. G. WHITTAKER, of Cambridge, will reside in St. Louis in future. He goes to take charge of the cycle department of the Simmons Hardware Company.

D. EDGAR HUNTER, of Salem, has been engaged by Wm. Read & Son to take charge of their bicycle department.

E. E. SAWTELLE and Fred. Eldridge, of Springfield, Mass., rode to Washington, D. C., last week. They made the trip from Springfield in seven days, making daily runs of about sixty or seventy miles, and stopping on their way to visit points of interest. They say their hardest day's work was from Baltimore to Washington, on account of the sandy condition of the road. They started for home last Thursday, taking the train to Baltimore, and wheeling the rest of the way.

HARRY T. IRWIN, of Columbus, Ohio, has taken the Ohio record for twenty-four hours, having ridden 158 miles. Fred Hughes and Ward B. Perley started with Irwin, and rolled up 140 miles to their credit.

HARRY ETHERINGTON, editor of *Wheeling*, will leave England for America on or about 24 August, with a party of English racing men and wheel celebrities. They will arrive here in time for the Hartford race meet: visit Boston, Montreal, Toronto, and Niagara Falls; thence to New York and to Springfield for the great international meet.

It is reported that Wilmot and Sewell will again travel in company.

A ST. LOUIS ordinance requires a bell by day and a lamp at night on cycles.

THE Pope Manufacturing Company have made an Expert with round forks, to fill a western order.

"SPOKES" will edit the cycling column in the *Chicago Sporting Journal*.

SOMETIME since 4 July, Mr. W. W. Stall has had stolen from his store a 48-inch new model Star bicycle. The affair has been placed in the hands of the police.

THE C. T. C. numbered 19,000 members, within a few, on the first of the



month, and on its eighth birthday, which is 5 August, the round 20,000 will probably be reached.

SUPT. SAVAGE, of Clearfield, Pa., writes as follows: Mr. J. E. Harder, consul L. A. W. for Clearfield, Pa., challenges any rider of the United States to ride from Clearfield to Lock Haven in a day, distance by rail ninety-six miles, by nearest route, seventy-two miles. It is a fair road for probably one third of the way, and bad sand and stone one third. The other third is excellent. For the benefit of the bicycling fraternity, I will state that Mr. Harder left Clearfield on his American Rudge 34-inch bicycle at 4.05 A. M., Tuesday, 26 June, 1884, and was in Lock Haven at 10 P. M. The distance, seventy-two miles, is not great for a day's ride, but looking at the roads, it is a wonderful feat. Anybody wishing to try it will receive all information necessary at Clearfield, Pa.

THE following is a full list of Mr. Frank A. Elwell's Moosehead-Bar Harbor tourist party, that started from Boston last Friday: M. B. Breck, Sanford Lawton, W. C. Marsh, D. E. Miller, Springfield; S. A. Butler, M. H. Gilbert, B. L. Marsh, E. J. Williams, Waltham; C. D. Batchelder, Lancaster, N. H.; Fred S. Clarke, L. J. Carney, Frank A. Elwell, E. S. Kennard, Geo. B. Merrill, Fred S. Palmer, W. R. Pitcher, C. C. Tewksbury, Portland, Me.; S. W. Coe, Ware; Louis Casper, T. S. Rust, Meriden, Ct.; Chas. Coster, W. A. MacLellan, G. S. Robertson, E. S. Turnbull, St. John, N. B.; Charles F. Fox, F. S. Lindsay, Lynn; C. A. Hazlett, Portsmouth, N. H.; F. H. Johnson, Brockton; F. H. Messer, Stoneham; J. W. & J. R. McAuslan, Providence, R. I., and R. Q. Stewart, Roselle, N. J.,—a total of thirty-one.

### EXOTICS

MRS. ALLEN, of Birmingham, started to beat her own twenty-four hour record, 6 July, and rode two hundred miles in twenty-three hours fifty-four minutes. She rode a Crippen, geared to fifty-six and a half inches, and weighing sixty-five pounds. She was accompanied by her husband over the whole of the route, and they climbed all the hills.

C. H. R. GOSSETT started on Wednesday, 1 July, to beat the twenty-four hour record for the tricycle. He covered 231½ miles, thus beating the previous record by one and a half miles. He rode a Crippen.

ON Friday, 26 June, Monsieur P. Rousset rode a Crippen tricycle 219 miles, 1 707 yards in twenty-four hours, and continuing on, he rode 248 miles in 28h. 1m.

REPORT says that Lennox has broken the John O'Groats record; but last advices are indefinite though they indicate that he has ridden the distance in six days nineteen hours.

ONE day last week we strolled into Messrs. Singer's Works at Coventry, and there were shown a new "Traveller" racer, built on somewhat new lines. Mr. Singer had it placed on the scales in our presence, and it recorded *under* thirty-six and three-quarters pounds, without saddle and pedals. The saddle was adjustable some three inches for height, and it was remarkably stiff and rigid, bearings being carried right out to the ends of the axle close to the wheels, as well as the two in the centre, whilst the backbone was supported in a head resting on two short bicycle fork sides. Altogether a very taking machine, and about the lightest we have yet seen.—*The Cyclist*.

R. H. ENGLISH won the ten-mile championship of the north at Wallsend, England, 4 July, in 30m. 47½s., and the cup now becomes his property.

APPROPOS to America, we have this week had the pleasure of dining with Mr. J. S. Dean, of the BICYCLING WORLD. We did not discuss "coasting" with him, as he announced his complete agreement with our remarks, and we had been regretting our temerity ever since announcing our intentions on the subject. We are not going to pillory Mr. Dean by describing him as if he were "wanted," but shall simply sum him up in the expression of our opinion that he is what we know as "a very nice man," and any friend of ours coming across him can easily, cheaply, and to his own advantage earn our blessing by being civil to a very good fellow. Don't call him Sutton by mistake, though.—*Junius Junior in Wheel Life*.

THE N. C. U. championship committee has under consideration a race meeting, in which the representative amateurs and professionals shall compete. The meeting will probably be held in October, in order to allow the men to get back from Springfield.

THE English record for a mile has dropped a peg. On Thursday evening, 9 July, M. V. Webber, of the Isle of Wight, covered a mile in 2 39½. The time by quarters was: Quarter, 42; half, 1.21½; three quarters, 2m.; mile, 2.39½. In a previous heat, this was in the final, he beat Cortis' record, making the mile in 2.41½.

### RACING NEWS

CHARLOTTE, N. C., 14 July.—Races at the Fair grounds. *Half Mile*,—B. J. Overcash (1), 2.05; R. L. Jones (2). *One Mile*,—O. F. Asbury (1), 3.50; T. B. Seigle (2); J. L. Gopp (3). *Five Mile*, two in three. First heat,—Maxwell, of Charlotte (1), 17.48; J. Polhill (2).

Second day, 15 July. *Five Mile*, two in three, second heat,—Polhill (1), 16.50; Maxwell (2). This tied the riders. Owing to a lack of enthusiasm and small gate receipts, it was decided not to run the tie off. It will probably be run in Augusta or Macon, Ga. The race be-

tween Asbury, the bicyclist, and Gilmer the tricyclist, was won by Asbury. Overcash having declined Jones's challenge to repeat the half mile race, Jones ran against Overcash's record, and lowered it by ten seconds.

THE Providence Bicycle Club will hold a race meeting 22 September. Providence has lost somewhat the prestige it had in cycling circles a few years ago, but hopes soon to regain her old position. The race meeting will be a big one.

THE fourth annual races of the Troy Club will be held at Island Park, 3 September.

FLANDREAU, DAK., 4 July.—*Five Mile race*,—F. W. Perry (1), 24.4½; A. F. Baldwin (2), 25.2.

HIGHAM and Armaindo ride two races at Washington, 1 and 3 August, the lady riding a bike against Higham on a trike.

SALT LAKE, 4 July.—*One Mile championship*,—Wm. Wood (1), 3.07; Jos. Wood (2). *Five Mile handicap*,—F. W. Taylor (1), 20.10.

THE Newton Club is falling into line and agitating the question of having a road race during the latter part of August or early in September.

THE Pope Manufacturing Company has offered one of its best machines, valued at \$150, as a prize to the winner of the Dorchester Club's fifty mile road race, on condition that he breaks the record on a Columbia machine. W. B. Everett & Co. offer an Apollo, light roadster, to the winner of the race if he wins on that machine.

THE inaugural race meeting of the Chicago Bicycle Track Association will be held at Chicago next Saturday, and will include a two mile handicap, fifteen mile L. A. W. championship, one mile, five mile record, quarter mile in heats, half mile without hands, mile heats, Chicago Bicycle Track Association championship, two mile, and mile consolation. Gaskell of this city is to be one of the participants.

IN the races in Chicago, Prince has agreed to give Dolph fifty yards in five miles, and twenty yards in one mile.

THE route of the tricycle road race of the Boston Club has been decided on by the committee, and will substantially be the same as that of last year (*i. e.*): The start will be from a point quarter mile back from the line of start last year; thence by direct and usual road to big sign boards; thence right, along Beacon street to gate-house of reservoir, between the basins to the main entrance; left Chestnut Hill and Winship street, right Cambridge street, right Brighton avenue; left Beacon street, finishing on this street at a point between Brimmer and River streets. This modification of route from last year is believed to be better, as contestants will not have to cross any horse-car tracks, and the men can be seen coming a long way from the finish; the quarter

mile put on to the South Natick end is just the distance from Beacon to Boylston street, so that the distance travelled will be exactly the same as last year.

The prizes will be gold medal to the winner, silver medal to the second man; silver record medals to all other contestants who beat the last year's record, 1.14.40. The officers are: Starter, W. H. Edmands; timers, W. B. Everett and C. W. Fourdrinier; judges, Elliott C. Lee and C. R. Overman; referee, Abbot Bassett. Immediately after the regular men get away, there will start from same place, tricyclists, members of the club only, who have never won in a tricycle road race. The route will be the same as above, and the winner will receive a silver cup which will become his property. The men in this event will start even, while in the open race an interval of three minutes will pass in starting the men. The men will be numbered in the order of starting.

THE course for the Dorchester Club fifty mile road race has been altered so that the eastern turning point is at the pump in the square at South Braintree, instead of at Randolph. The revised course is as follows: Start on River street, Lower Mills, Central avenue, White street, Centre, Adams to Quincy town, Hancock School, Franklin, Independence avenue, Washington to turning point. Return over same route as far as Centre street, over Milton and Dorchester hills to starting point. River street, through Hyde Park and Dedham, Dedham avenue, Great Plain avenue, Wellesley avenue, Washington and Eliot streets, by Bailey's Hotel, South Natick to turning point, about one-half mile beyond, then return to starting point. As this change does away with the stiff hills between South Braintree and Randolph, it favors the changes for record breaking. Referee and starter, Dr. W. G. Kendall; judges, Messrs. Frank W. Weston, chief consul C. T. C., H. W. Hayes, president Cambridge club, J. W. Vivian, captain Charlestown club, and D. C. Pearce, captain Brockton club.

### Springfield Races and Prizes.

#### 8 SEPTEMBER, FIRST DAY.

*One Mile Professional Bicycle, Handicap*.—First prize, \$50 cash; second prize, \$30 cash; third prize, \$20.

*Ten Mile Amateur Bicycle, Championship of United States*.—First prize, L. A. W. medal; second prize, L. A. W. medal; third prize, L. A. W. medal.

*One Mile Amateur Tricycle*.—First prize, vase lamp silver hammered and applique; second prize, candelabra plaque and clock, Persian chased and applique; third prize, Stevens' ten bicycle rifle with case.

*Three Mile Amateur Tricycle Tandem*.—First prize, two gold medals; second prize, two Venetian chased smoker sets, gold lined; third prize, two cigar boxes holding fifty cigars, oxidized old silver.

*Five Mile Professional, Safety Bicycle*.

—First prize, \$100 cash; second prize, \$60 cash; third prize, \$40 cash.

*Half Mile Bicycle, Open*.—First prize, Lakin's cyclometer, gold plated; second prize, vase lamp, oxidized and silver applique; third prize, vase, old silver.

*One Mile Amateur Bicycle, Class 3.10*.—First prize, tea service, silver embossed; second prize, candelabra plaque and clock, Persian chased and applique; third prize, stop watch.

*Three Mile Amateur Bicycle, Open*.—First prize, fishing set, bamboo fly rod, basket, landing net, etc.; second prize, vase lamp, silver and oxidized; third prize, gold chain.

*Three Mile Professional Bicycle, Record*.—First prize, \$75 cash; second prize, \$45 cash; third prize, \$30 cash.

*Five Mile Amateur Bicycle, Record*.—First prize, Springfield prize cup; second prize, tea service, Indian chased and applique; third prize, water set, Italian chased.

#### 9 SEPTEMBER, SECOND DAY.

*One Mile Amateur Bicycle, Open*.—First prize, gold medal; second prize, nut bowl, Indian chased and applique; third prize, Stevens bicycle rifle with case.

*One Mile Professional Bicycle, Sweepstake*.—One prize, \$300 in cash.

*Three Mile Amateur Bicycle, Safety*.—First prize, gold watch; second prize, water set. Persian chased and Roman gold inlaid; third prize, diamond pin.

*Half Mile Amateur Bicycle, 1.30 Class*.—First prize, jardiniere, richly decorated; second prize, stop watch; third prize, card receiver, Venetian chased, old gold.

*Three Mile Amateur Bicycle, Record*.—First prize, tea service and water fluted pearl finish; second prize, gold chain; third prize, fishing set, fly rod, basket, landing net, etc.

*Ten Mile Professional Bicycle, Open*.—First prize, \$150 cash; second prize, \$100; third prize, \$75; fourth prize, \$25.

*Five Mile Amateur Tricycle, Record*.—First prize, Springfield prize cup; second prize, gold chain; third prize, silver vase with richly decorated glass.

*One Mile Amateur Tricycle, Tandem*.—First prize, 2 Stevens 15 inches bicycle rifles with cases; second prize, 2 stop watches; third prize, 2 silver ink stands.

*Five Mile Amateur Bicycle, 16 minute class*.—First prize, Springfield prize cup; second prize, water set, Indian inlaid, chased, old silver and gold finish; third prize, plaque, gold variegated.

*Three Mile Amateur Bicycle Handicap*.—First prize, gold watch; second prize, gold chain; third prize, lemonade set, gold finished and inlaid.

#### 10 SEPTEMBER, THIRD DAY.

*One Mile Professional Bicycle, Safety*.—First prize, \$50; second prize, \$30; third prize, \$20.

*Ten Mile Amateur Bicycle, Record*.—First prize, Springfield prize cup; second prize, gold watch; third prize, tilting ice water set, hammered and pearl finish.

*Three Mile Amateur Bicycle, 9.10 Class*.—First prize, Springfield prize cup; second prize, mantle vase, Venetian chased and applique; third prize, mirror, gold and oxidized old silver.

*Three Mile Amateur Tricycle, Record*.—First prize, gold watch; second prize, vase lamp, old silver Venetian chased and embossed; third prize, plaque and easel complete, hammered silver.

*One Mile Amateur Bicycle, Handicap*.—First prize, mantel vase, Venetian chased and oxidized; second prize, fruit dish, gold and oxidized; third prize, smoking set, copper and silver hammered and applique.

*Five Mile Professional Bicycle, Handicap*.—First prize, \$100 cash; second prize, \$60; third prize, \$40.

*Five Mile Amateur Tricycle, Tandem*.—First prize, two umbrella stands, copper with silver applique; second prize, two sconces, gold and oxidized finish; third prize, two fruit dishes, silver and cut glass.

*Three Mile Professional, Open*.—First prize, \$75 cash; second prize, \$45; third prize, \$30.

*One Mile Amateur Bicycle, Safety*.—First prize, gold medal; second prize, silver watch; third prize, Lakin cyclometer.

*One Mile Amateur Bicycle Consolation*.—First prize, tea service, snow flake and engraved; second prize, nut dish, gold lined; third prize, water pitcher, Venetian chased, old silver and gold lined; fourth prize, stop watch; fifth prize, cigar box holding fifty cigars.

### WHEEL CLUB DOINGS

THE Somerville Cycle Club held its annual dinner at the Quincy House on Wednesday evening. Before the dinner a brief business meeting was held, during which it was voted to hold a private ten-mile race Saturday, 25 June. The race will be open to members of the club only, and the party is to start about 5.30 from the "big tree" at the base of Winter Hill, Somerville, riding thence to Arlington, and going over part of the course twice. Several prizes will be offered. Dinner was served at 9.45 P. M. The design of the menu card was beautiful. On the outside of each was the name of the possessor, hand painted, and above was a brilliant bird, worked in feathers by Mexican artists, while the menu itself was printed on ragged-edge paper. After the coffee the various toasts were responded to by President Foote, Capt. Worthen, Ellsworth Fisk, D. C. Theall and others. In behalf of the committee, Mr. Maxwell presented the club with a rich silk flag, which was an exact copy of the badge worn by the members.

THE Boston Club has called a special run to attend the Dorchester road race on Saturday. The start will be made at 1.30 P. M.

A COMMITTEE of the Missouri Club is to visit the principal bicycle club houses



*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

in the East, with the object of incorporating any desirable ideas in the new headquarters to be built by them.

MEMBERS of the Wakefield Bicycle Club have hired a cottage at York Beach, where they intend to enjoy themselves during three weeks of August.

NIAGARA FALLS, ONT.—International Wanderers organized 8 July: President and Captain, John Robinson; secretary and treasurer, L. P. Dayton.

CINCINNATI, OHIO, BRIGHTON CLUB.—Officers elected 7 July: President, H. K. Smith; secretary, Edward Koerbitz; treasurer Edward Muhlhauser.

#### CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, Concord, Mass.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—H. K. Miller, 102 Wisconsin street, Milwaukee.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: A. W. Douglas, Washington avenue, St. Louis, Mo.; Gerry Jones, Bates Place, Binghamton, N. Y.

APPOINTMENT.—Consul for Binghamton, N. Y., W. G. Jones.

#### TO CORRESPONDENTS

P. S.—The machine is not too light for you.  
I. R. ADRIAN.—Thanks. We have used.  
H. F. FILLER.—Many thanks for bulletins.  
T. F. GILMER.—Clipping received and made use of. Thanks.

#### FIXTURES

25 July.  
Dorchester Club road race.  
Races at Chicago. Fifteen mile championship.  
Races of Bay City Wheelmen at San Francisco, Cal.  
Road race of Somerville Club.

27 July.  
Races of the New Jersey Wheelmen.

3 August.  
Tricycle road race by Boston Club.

3 August.  
Annual Cyclists' camp at Harrogate, England.

13 August.  
Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August.  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

2 and 3 September.  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

3 September.  
Races of Troy Club, Island Park, N. Y.

8, 9, and 10 September.  
Tournament at Springfield, Mass. Ten mile bicycle championship.

22 September.  
Races of Providence Club.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

EXCHANGE.—A fine Nautilus canoe, with sails, paddles, Hatches' rudder, etc.; the above was built to order at \$145, for a bicycle, American Star preferred. Address Dr. JAKVIS, Oxford, Md.

FOR SALE.—56 inch Rudge, light roadster, 1885 pattern, enamelled and nickelled, ball pedals, Buffer saddle; has not been ridden fifty miles; guaranteed perfect; cost \$150; price \$125. Address RUDGE, 152 Congress street, Boston.

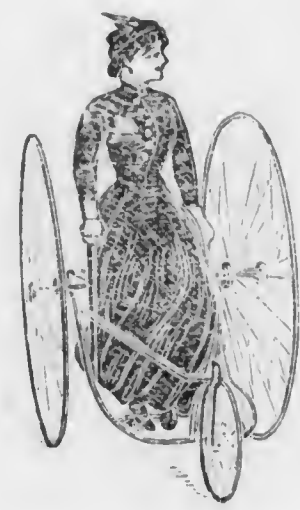
FOR SALE.—58-inch Rudge, light roadster, full-nickelled except wheels, and new last season; cost \$160, will sell for \$100 cash. Address C. H. PARSONS, Box 916, Springfield, Mass.

FOR SALE.—52-inch full-nickelled Expert Columbia, almost new, \$105; 52-inch Hopper, Extra Challenge, cheap, \$50; 52-inch Harvard, good as new, \$80. Warranted as represented. CAPITAL CYCLE COMPANY, 1406 New York avenue, Washington, D. C.



The customers of the late Cunningham Company, or parties intending to buy a Harvard, Yale, or Cornell, will find it to their advantage to call at or address MURRAY'S BICYCLE AGENCY, 100 Sudbury Street, Boston, Mass. I have procured most of the Stock of the said Company, and am ready to supply the parts and fittings of the above machines. I also keep a full line of Sundries on hand. First-class Repairing at reasonable rates.

**JOS. S. MURRAY.**



GREAT SLAUGHTER.—Closing out entire stock, comprising: Standards, Experts, Clubs,—all sizes, Victor tricycle, 52-inch Columbia, light roadster, at lowest prices ever known; 50-inch full-nickelled Expert, \$75. Enclose stamp for list, stating wants. NEW YORK BICYCLE AGENCY, Post Box 2434.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

#### BICYCLES!

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.

We are prepared to furnish the  
**PERFECT HYGIENIC,  
DURYEA,  
OR LILLIBRIDGE**

#### Bicycle \* Saddle

With any of our Bicycles, allowing for the difference between it and our regular Saddle and Spring.

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AGENT FOR  
Royal Mail, Victor and Premier Bicycles and Tricycles, Royal Mail Tandem Tricycle (2 track), and KANGAROO, the only Real Safety.  
Full line of Sundries. Second-hand Machines bought, sold, or taken in exchange.  
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#### FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

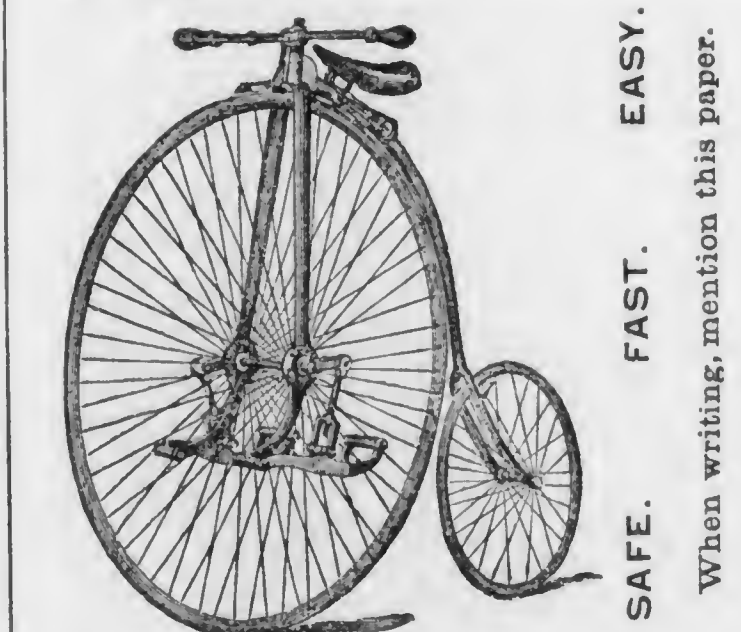
Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

#### FACILE LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

**JULIUS WILCOX,** 15 Park Place, New York.



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FAST.  
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New Machinery Designed and Built.

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Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILLIAM S. ATWELL, telephone No. 1935.

**CLUB SONGS FOR WHEELMEN**  
PRICE 25 CENTS  
T. S. MILLER & CO.  
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**BEFORE YOU BUY A BICYCLE**  
Of any kind, send stamp to **A. W. GUMP,**  
Dayton, Ohio, for large illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

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##### EXAMINE ITS POINTS

Extreme Lightness, Resultant Spokes, Noiseless Spring Clip, Quadrant Flanges, L. L. D. Saddle, Detachable Cowhorn Handle Bars, Safety Rake of Forks, Bolted Hollow Rims, Rigid Leg Guard, Weldless Rear Forks, Powerful Brake, Detent Pedals, Perfect Finish,

#### BEFORE YOU TAKE ANY OTHER.

"I am thoroughly satisfied that the COLUMBIA LIGHT ROADSTER, in material and workmanship, is far superior to that of any other, either English or American. It is a genuine pleasure to inspect work so thoroughly finished, even in the most minute details, as shown in your machines."

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#### THE FACILE

holds the following Road Records of the world:

Ten miles.....	.....in 33 1/4 m
Twenty miles.....	.....in 1h. 15m. (21 miles actually).
Fifty miles.....	.....in 3h. 15m. (51 miles actually).
Twenty-four hours.....	.....covering 266 1-4 miles.
Seven days.....	.....covering 924 miles.
The longest continuous ride.....	.....covering 1,332 miles in 12 days, 20 hours.

It has three times broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and all-the-year-round, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

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#### O. W. CO. DUPLUX,



DUPLUX WHISTLE, WITH CHAIN.

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Never knew what solid comfort was before. If I could not get another **Patton Cradle Spring**, I would not sell mine for **FIFTY DOLLARS**.

Yours truly,  
J. B. MARTINE,  
Naval Officer.

For riding Rough Roads the Patton Spring is grand. It lends a new charm to Coasting. If you want comfort send for one, giving your weight.

Price, \$3.50, Plain. \$4.00, Nickelled.

ZACHARIAS & SMITH - Sole Agents,  
NEWARK, N. J.

### Sportsmen's Wear.

**BICYCLE SUITS** made from Cassimere, Corduroy, Flannel and Jersey Cloth.

Catalogue and Samples free to any address.

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108 Madison St., Chicago.

### BICYCLES.--EASY PAYMENTS.

**BICYCLES** \$8 to \$160. Tricycles \$7.50. Velocipedes, \$3 and upwards. Columbia, Victor, Facile, American Challenge, Otto, and other bicycles sold on the instalment plan without extra charge except for interest. Send for large, new illustrated Catalogue of Wheel Goods, including many novelties in sundries and particulars of our instalment plan--of interest to every actual or prospective wheelman. Many in the Atlantic states are finding it to their interest to deal with us. Freight equalized. Second-hand wheels handled. **GEO. W. ROUSE & SON**, 9 G St., Peoria, Ill. NOVELTIES IN SUNDRIES.

### MISCELLANEOUS.

**GARVEY'S BICYCLE SHOP**, Broadway, corner 5th street, Central Park entrance, New York; repairing, nickelling, and japanning; second-hand wheels of all kinds wanted and for sale. Send postal for printed list. Agency of the Columbia bicycles. Manufacturer of the Duryea saddle. **RICHARD GARVEY, W. C. HERRING.**

**ST. LOUIS WHEEL COMPANY, C. E. STONE**, manager, 1121 Olive; agents for the Victor bicycles, Sanspareil, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

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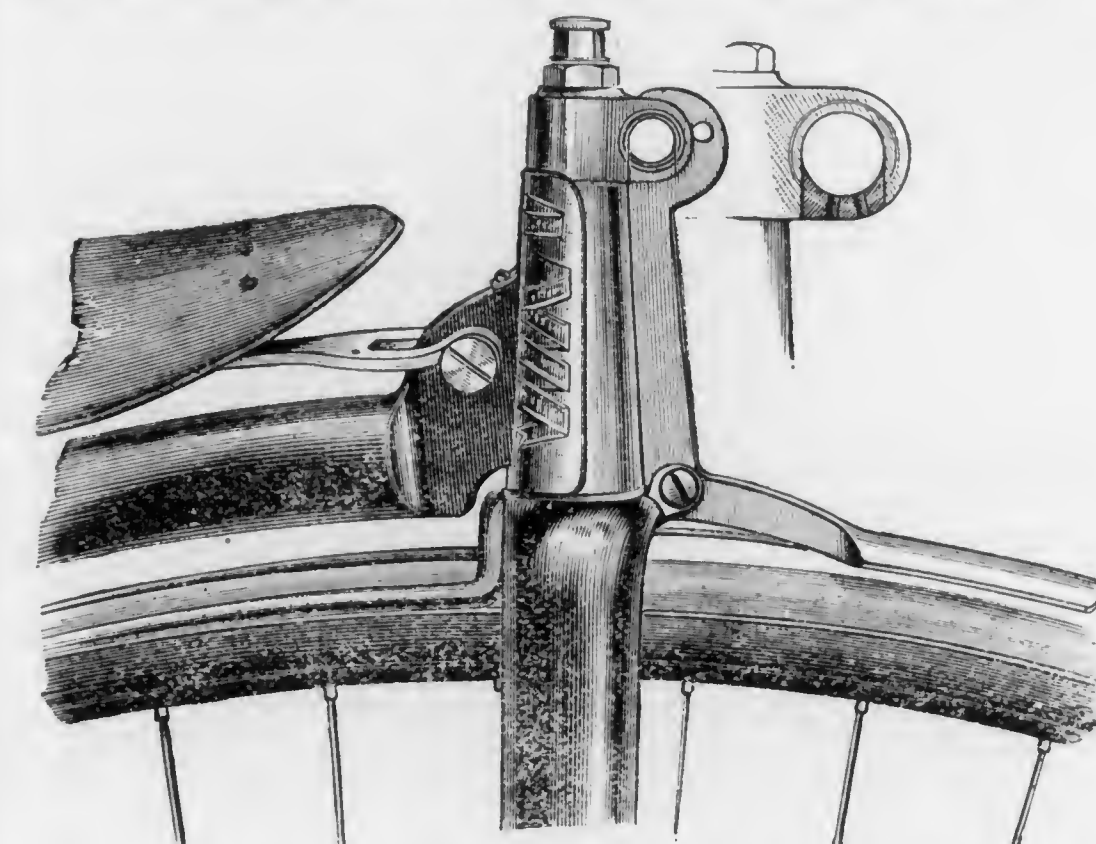
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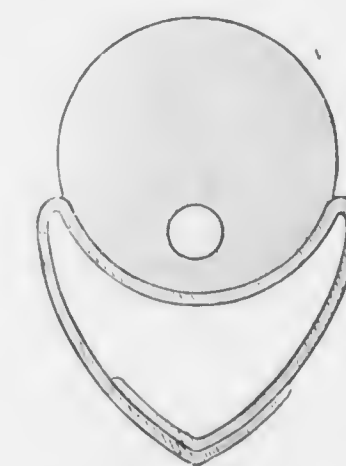
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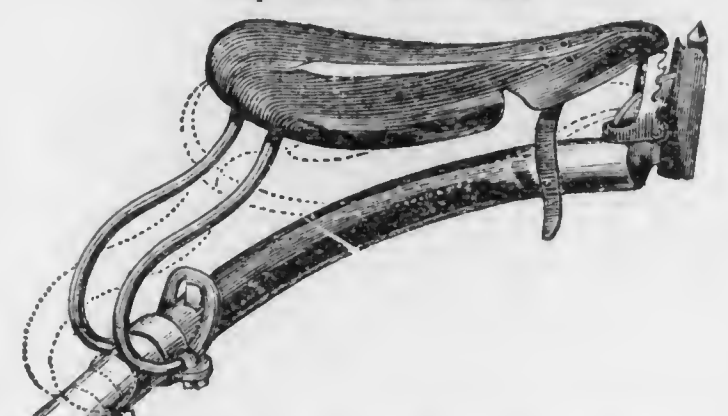
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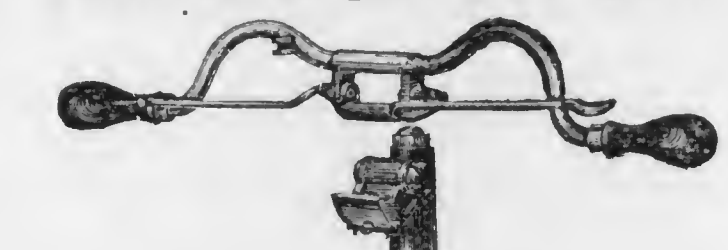
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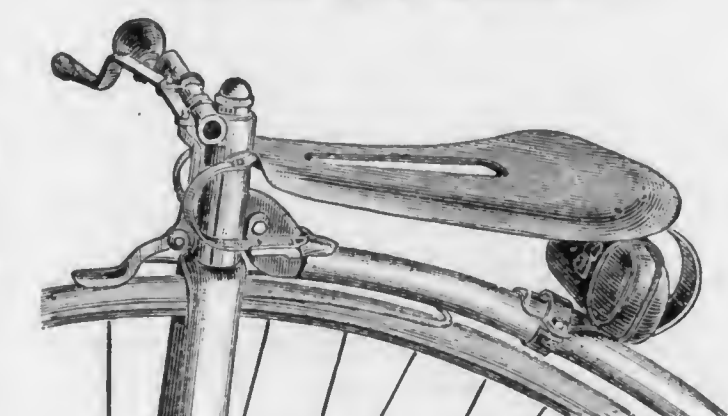
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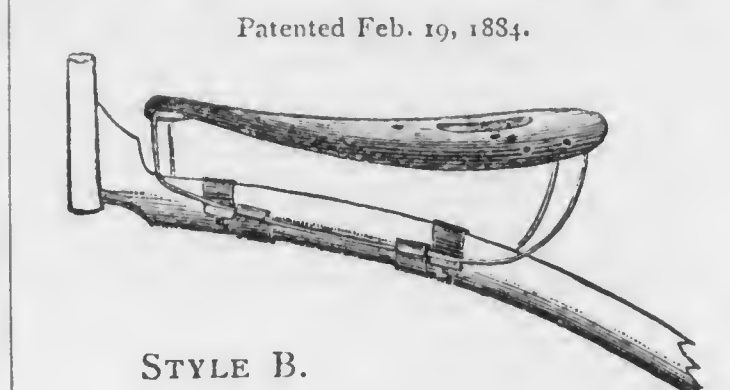


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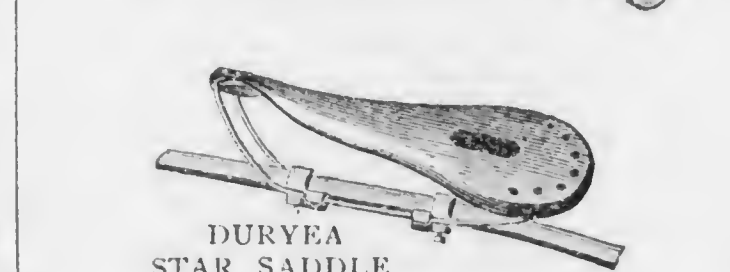
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BOSTON, 31 JULY, 1885.

Volume XI.  
Number 13.

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**STRONG.**

**SPEEDY.**

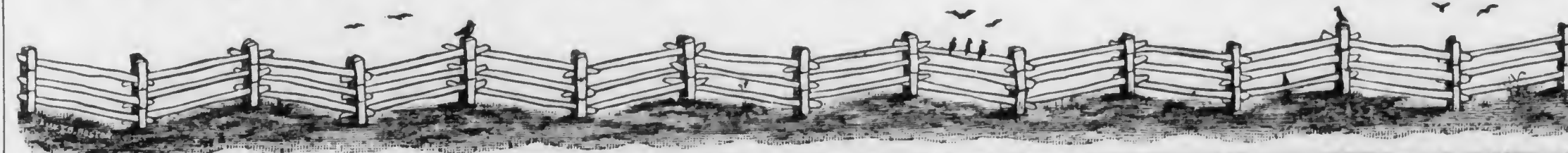
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Two Mile Safety Bicycle Handicap. Winner, A. P. Engleheart (scratch)..... Time, 6m. 2 4-5s.

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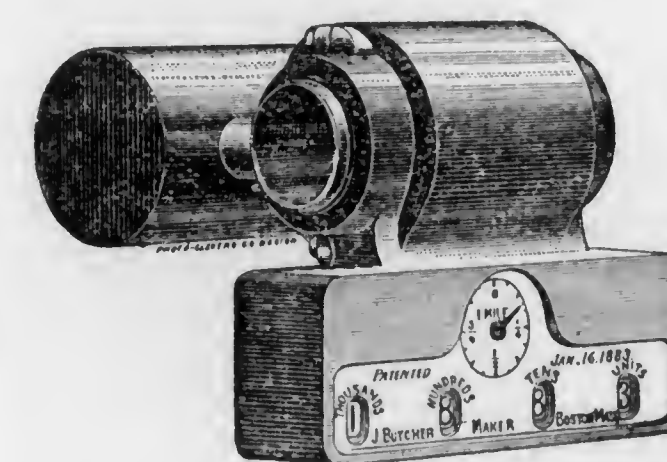
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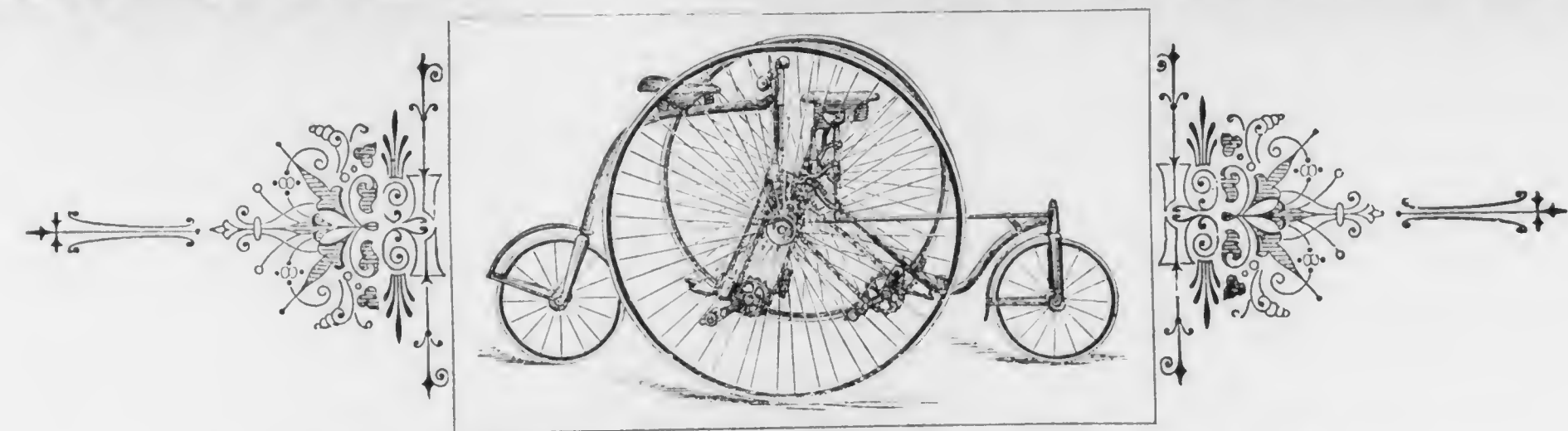
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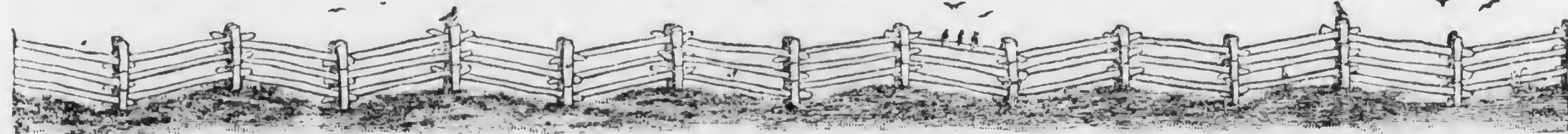
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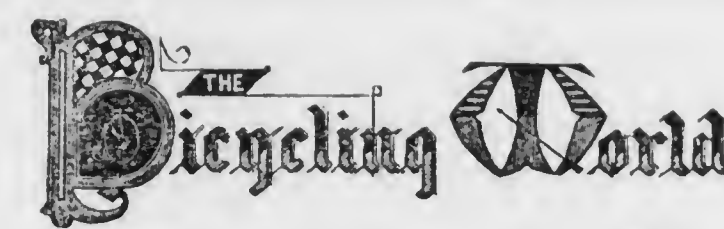
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 31 JULY, 1885.

THERE has been for some time a discussion carried on in the columns of the *C. T. C. Gazette*, on safety bicycles. Although the letters purported to discuss the merits and demerits of a class of cycles, and some of them did so, the majority of them were simply narrations of the experiences of so and so with such and such a machine. And as is usual, each man considered his selection the best, and lauded with fulsome praise the machine he rode. This discussion has now been stopped by the editor, who autocratically says it must cease. This is a pity, for the principal value of the opinions expressed and the experiences detailed was their number. We certainly regret that editor Shipton should have for any reason felt obliged to close the columns of the *Gazette* to those who can furnish any information, and that the subject was an interesting one, was

shown by the large number of letters received. No other cycling publication is so independent of the dealers as the *Gazette*, though our bright little contemporary, *Wheel Life*, seems inclined to open its mouth and say what it thinks proper, let the sentiments expressed displease whom they will. For this reason if for no other, it is a thousand pities that the correspondence should not have continued during the time when the experience in the use of safeties and dwarf bicycles was daily increasing. The opposers of geared machines of the Kangaroo type were strenuous in their arguments that they would not stand, and this discussion would have tended to show whether they would or not. But now that the *Gazette* has closed its columns, and as no other paper is likely to admit criticism adverse to their advertiser's productions, it is quite clear that if additional information *re* these machines, is to be obtained, one must look elsewhere. All the indications are that there is a field for safe machines, and though many of the small bicycles were sold on account of their novelty, the very large number disposed of can only be the result of a positive demand for something safer than the ordinary, and less cumbersome than the tricycle. We still maintain our first opinion, that there is a good chance for a really safe bicycle.

A CUT of the much discussed League championship medal will be found in another column. The medal has been criticised in several of the cycling papers because of its simplicity in design, and for its small intrinsic value. The racing board expected criticism when it put forth the medal, for it was a departure from the elaborate and costly medals that have been given the League champions in former years. The medal admirably carries out the idea of the racing board of 1884-5, whose members believed that the true amateur would find in the honor of victory his greatest reward, and regard the trophy not for its intrinsic value, but for what it represents. The League is an amateur organization, and the racing board desire to conduct its racing affairs strictly in accordance with the amateur idea. They have taken a long step in this direction in furnishing a medal such as they have, and recommending that no prize of greater value than \$50 be given in amateur events. The managers of tour-

naments are slow to carry out the ideas of the board, but we believe they will come to it in time. There is but one championship trophy. It is in gold, and bears the distance and year on the bars. Second and third prizes are allowed in championship races, but they must be struck from the same die in silver and gold, and bear the word "souvenir" on the upper bar. The day for costly and elaborate medals in amateur events is gone by.

WHAT America wants is a holiday on general principles. We have holidays in which we are expected to fast, to give thanks, to fire off guns and things, to decorate graves, to give presents, etc., etc. Each has a specific purpose. We ought to have a holiday in which every man can follow the bent of his own inclinations without the distraction which obtains on the specific holidays.

"My horses agree beautifully," said the driver of a matched team; "one is willing to do all the work, and the other is willing that he should." A few men in League circles are willing to do a deal of work; and a great many are willing they should.

Our friend Stone, of St. Louis, gives a few ideas on the amateur question in another column. We think he will indorse what we said on this question last week.

At Springfield, Ohio, and at Scranton, Penn., men were protested because, as it was charged, their expenses were paid by cycle dealers or manufacturers. The matter will go before the racing board for a decision, and it is to be hoped that those who bring the charges will submit evidence to prove them. A man is innocent until he is proved guilty, and one man's word is as good as another's. It is charged that these men have become professionals because their expenses have been paid. We hope those who protest will state under which clause of the amateur rule this will make these men professionals.

SHOULD a judge at a race meeting make a bet upon the result of a race? This surprising question comes to us this week. It almost answers itself. A judge should be unprejudiced. A man who bet's on a race cannot be unprejudiced. We are surprised at the question, but we are much more surprised that any race official should act in a way to cause it to arise.



## CORRESPONDENCE

*(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)*

## Selling Prizes.

*Editor Bicycling World:*—Allow me to enter my protest against the new amateur rule as I understand it. It appears (to my mind) rank idiocy. Excuse my emphasis, and don't take it to heart if you happen to think the other way; but suppose a case. In fact, you won't have to suppose it for the case is before me right now. I was fortunate (or as it now appears, unfortunate) enough to win a Victor bicycle at our race meet here in May. I am now riding it. It is a 58-inch, and I have discovered since getting it that I can do better on a smaller wheel, and therefore contemplate getting a 57-inch; but no, the bicycle was won in a race, and so I must ride the darn thing forever, or else keep it, and hand it down to my heirs as a relic, and go in debt to get another. It's a great scheme, I'll admit; but I don't see who its going to benefit. It certainly will not benefit amateurs who are unfortunate enough to win such things as bicycles.

It will kill good race meetings. Racing men will go where the most valuable prizes are offered. You can't regulate that and the club or association that has the most get up about it, and offers the best prizes, is the one that will get the best racing men to attend. If you shut down on such competition between clubs that are giving race meetings, you immediately offer every racing man a premium to stay at home, and (except in a few isolated cases where men who are intense rivals may chance to meet) the races are liable to be tame and uninteresting, and consequently a money-losing scheme. Its all very well to talk about running for a laurel wreath, and all that sort of thing; but I'll give you a straight pointer; the racing men will not do it, and the result will be that professional races will take precedence of amateur, and the lively interest that is now manifested in amateur records and races will die out. Suppose another case: I won an \$8.00 nickel timer some time ago; well, I had no use for it. I have a stop watch, and I didn't want the timer. What should I have done with it? According to the latest rule, I should simply have stayed out of the race, because it would not be worth while to encumber myself with useless truck that isn't pretty to look at. In the case in point, I took the timer, and carefully lost it about a week after, otherwise I should have sold it.

I think Mr. B that the rule will not work. It is wrong in principle. After a man owns a thing he *owns* it, and its nobody's darn business what he does with it. If a man is a professional in spirit, it will crop out of him in other ways than in

this particular direction, and you can easily find him out.

As I understand it, the rule is intended for the benefit and protection of amateur racers. Well, now, wouldn't it be a good plan to interview a few amateur racers, and get their opinion on it before it is settled? Generally before a law is passed governing a certain body of men,—the men to be governed have the say so; but in this case it looks very much to me as if a lot of men (amateurs simply because they never raced), men who know nothing whatever of the trials and hard work of racing, men who are, as I say, amateurs simply because they never had a chance to be anything else), are sitting in judgment over, and framing laws for a body of men, who, being very largely in the minority, have not the slightest voice in the proceedings?

In conclusion, I may say that this letter is *not* personal, but is the outcome of a spontaneous internal combustion, and the natural feeling of an American to put in his oar, and have his say so, about the framing of a law that is going to govern his actions.

COLA E. STONE.

St. Louis, Mo., 23 July, 1885.



THE L. A. W. MEDAL.

## From a Feminine Point of View.

It is always well for a man to know what he is talking about before he begins to talk. The man who starts out with an hypothesis which is a bare assumption without the shadow of a foundation, will find his argument falling to the ground by its own weight.

I AM not here for controversy, and I do not care to banter words with those who differ with me in any opinion I may put forth; but I do object to misrepresentation, and I protest that it is unfair for a man to credit me with ideas that I never

cherished nor advanced, and proceed forthwith to controvert the same.

I FIND the following in the WORLD of last week, written by one who signs himself "Noah Count": "Notwithstanding 'Daisie's' generally apt and intelligent comments and advice, I think her unwise in trying so persistently to persuade her hesitating sisters to adopt a special and peculiar costume such as dress reformers (?) are endeavoring to introduce. The less we have of Dr. Mary Walkers on tricycles the sooner will the pastime become popular among the *fair* sex."

It is very evident that the writer does not belong to the *fair* sex, for of all *unfair* assumptions that I ever heard, this is the worst.

I HAVE never advised my "hesitating sisters to adopt a peculiar costume such as dress reformers are endeavoring to introduce;" in fact, I have urged them not to. I have said again and again "be inconspicuous in your apparel!" and I have asked the ladies to avoid the costumes that have been modelled after the Dr. Walker idea. "Noah Count" has not read what I have written.

It is to the credit of the women of England from whom I have quoted that they have frowned upon the ridiculous costume that Mrs. King designed and recommended. This is the costume that your correspondent would have the world think me to advocate. Here is what I said about it in your issue of 5 June: "I got a glimpse of a picture of a woman on a tricycle a short time ago clad in Mrs. King's proposed costume, and I was glad that it has found little favor. Dr. Mary Walker is the only woman in America that would wear such a rig, unless I mistake my sex."

SUCH women as Miss Erskine, Mrs. Philpot and Jessie Choice are not "dress reformers" in the sense implied by your correspondent. They ride the tricycle intelligently, and they have given the world the benefit of their valuable experience. I challenge your correspondent to point to one suggestion made by them and quoted by me, which would lead to a costume that would attract attention. Certain articles of under-clothing differ in make up from those worn ordinarily by our sex; but the outward garments as recommended are plain and simple and not unlike the ordinary feminine street wear.

I AM one of those who believe in a costume suited to the work in hand. Woman's costume must be modified a good deal if she would get the best results from cycling, but if the modifications are made in the direction I have in-

dedicated woman will not be as conspicuous in her apparel as her brothers are.

FROM the same course of reasoning adopted by your correspondent, I might say that man should make himself attractive, and as he looks at his best in a silk hat, white tie and dress coat, he should thus appear on the cycle. Pshaw! I am filled with disgust.

I HAVE great faith in the opinions and the ideas advanced by the ladies from whom I have quoted. I have seen many of their ideas embraced and put to a practical test with good results, and if I have grown unduly warm in this discussion, it is because I believe that my opponent is on unfamiliar ground, and is setting up certain dogmatic ideas without knowledge to base them upon.

WOMAN can get upon a cycle, and ride in her ordinary street clothes. No one disputes that. Man can do the same. But man finds it greatly to his advantage to adapt his costume to the work in hand, and so will woman. I rode in company with a clergyman on one occasion, and he wore his ordinary street dress, which included a Prince Albert coat. I deeply sympathized with him throughout the whole ride.

AND so I say to you, sisters, ride if you can. Your ordinary dress can be worn, but you will get better results if you make changes such as experience advises. These changes will not make you conspicuous, for those who lead the way are steering clear of this rock, and the costume they will recommend will attract less attention than your ordinary apparel.

I HAVE said before that I am not one of those who believe that "any old thing will do to ride in." Any old thing will not do; for ten chances to one the "old thing" will make the rider look like a guy.

I HAVE no fear that those who have read me carefully will dress unbecomingly, or after the manner of the dress reformers (?); but I fear that there may be some who have not read me who will think that I have said what your correspondent says I have said, but which I have never thought nor uttered. I beg of you, Mr. Editor, not to let me be misrepresented again.

DAISIE.

## The Trade in England.

SINCE the Stanley and Speedwell shows in the spring, trade has been very brisk, and the agents report a general revival in the demand for bicycles, tricycles rather falling back by comparison. In dwarf bicycles, an immense trade has been done; but there are signs of a

diminution of popularity for this class of wheel, the boom being evidently due rather to novelty than to inherent merit. I am given to understand that one of the very largest firms at Coventry recently discharged a hundred hands at once, the accumulation of tricycles in the store-rooms making it necessary to reduce the output in this department. At the same time, I do not regard this as indicative of an actual decline in the popularity of the pastime of tricycling, but rather as proof that the public are dissatisfied with the work turned out by the firm in question, as well as convinced of the superiority of tricycles of other patterns than the one made a staple commodity of by this particular firm. Competition is keener than at any time, and every manufacturer seems not only satisfied that he makes the very best machine in the world, but that persistent advertising of the fact, and decrying of his rivals, is the only way to sell his goods.

Humber, Marriott & Cooper's dissolution of partnership, is the sensation of the year. Mr. T. Humber was the founder of the firm, and after a time Mr. Marriott joined it, and the title became "Humber & Marriott." Later on, Fred. Cooper, then professional champion, was taken into partnership, and the three names were combined; and for several years Humber, Marriott & Cooper has been a household word in the bicycling world. Mr. T. R. Marriott, too, has achieved individual fame by his exploits on the tricycle, winning the fifty-miles road-race for the tricycle championship in 1883, and holding for some time the record for 24 hours on the road. For some occult reason, the partnership has been dissolved, Marriott and Cooper starting afresh with a depot on Holborn Viaduct, London, and having their machines built for them by Rudge & Co., at Coventry, whilst Humber has taken a Mr. Lambert, of Nottingham, into partnership as Humber & Co., carrying on the business exactly as before the dissolution. The result, as far as the public is concerned, is rather favorable than otherwise, the two firms being very hostile towards each other; and as both have the right to manufacture all the patterns of machines hitherto made only by the old firm, competition is very keen, and the public must gain the benefit in the shape of greater punctuality and more attention to orders than was possible when "Humbers" were practically a monopoly. Humber & Co. have registered the words "*Genuine Humber*" as their trade mark. Marriott & Cooper being entitled to use the trade mark of "Humber" alone. The machines themselves offer very trifling points of divergence, Marriott & Cooper's make, following the "*Genuine*" details as closely as possible, the chief point of difference being that Marriott & Cooper use Morgan's chain on tricycles, instead of the usual close-linked chain.

Singer & Co., have been upsetting the traditions formerly allied to their name.

For a long time past, Singer and strength were synonymous; but Singer and weight were also considered inseparable. Lately the old firm has made a fresh move and taken to construct both bicycles and tricycles as light as can be desired, a racing bicycle, and a racing "Traveller" tricycle, being now procurable from the big sewing-machine firm. I presume that this is a sign of the times, and affords a proof that this most conservative of manufacturing houses has come to recognize the fact that, although extreme lightness may not be imperative for the road, the ability to make light racing tricycles brings with it the capacity to do away with unnecessary weight in roadsters; and that a machine's speed for racing means easy propulsion in ordinary riding.

Gimlet handles are very much more used than formerly, both for racing and the road. For path riding, this kind of handles may be preferable to the ordinary "pear" handle, because it is not necessary to shift the position when merely riding around a level surface; but for touring the pear-handle is to be preferred, giving, as it does, a change of position to suit the class of road being traversed, the alternative of over-hand grasping, under-hand gripping, and end-capping, being very obviously advantageous on a long journey with hilly roads of varying quality.

Fewer fluted rubbers are in use than formerly. The amount of mud and dust thrown up by a fluted tire is so unpleasant as to counterbalance its non-slipping property. But the combination tires of Hancock's patent, having the outside smooth and the inside finely fluted to hold the cement, are very largely used.

In this connection, it is surprising to note how very seldom I meet riders with Sparrow's patent leather tire. As a protection for bicyclists, the strip of leather which Sparrow attaches to the periphery of the rubber is very valuable, affording a secure hold on a muddy surface without throwing up so much mud as a grooved rubber would do. For dwarf bicycles, which are particularly prone to slip sideways, the leathered tire would appear an absolute necessity; and it is also a capital means of prolonging the age of a rubber that has got much cut about by stones.

After all the fuss that has been made in the *Gazette*, the Cyclists' Touring Club announces that its sub-committee's labors have resulted in nothing, the proposition to issue a special form of warranty, to be filled up by the trade, being thrown out as unnecessary; the common law of the land already affording people a remedy for bad material and workmanship. The trade is rather amused at this very miserable little mouse being the result of such a very large mountain's protracted labor.

The St. George's Engineering Company have decidedly struck oil with their racing bicycle, which you recollect I favorably reviewed when it was introduced at the Stanley show. They rightly lay



particularly stress upon the tangent lacing being a true tangent; it certainly makes a very rigid wheel at its weight. A Manchester rider is reported to have won twenty-two prizes in five weeks on this bicycle.

The Kangaroo dwarf bicycle has undergone some modifications in design, and is now ridden by several very fast amateurs; the racing pattern is at once lighter and more rigid than as originally made. The forks are very wide built, instead of cutting close over the wheel; and a solid platform is built upon the backbone to hold the saddle. Engleheart, Buckingham, and some other riders now compete on this wheel with considerable success, even in races for ordinary bicycles, in which there is no extra handicap allowance made in consideration of the machine ridden.

The Rover safety bicycle has not been seen about much; but its points have been brought out in private trials by Golder, Hebblethwaite, and other riders, and Stanley & Sutton are so confident of the great speed of this machine, as well as of its safety, that they announce a 100-mile race, to take place shortly, in order to publicly demonstrate its capabilities.

Amongst tricycles, the Quadrant is the one that has come forward most prominently during 1885. For several years, the earlier patterns of Quadrant tricycles were not at all popular; but with the introduction of the No. 8 and No. 9, the machine began to take immensely, and its sterling good quality of construction has caused quite a run on the make to such an extent, indeed, that I hear the makers are busy doubling their works and plant. Latterly, too, a distinct departure has been made, by the introduction of the "Racing Quadrant," in which the effective points of the No. 8 are combined with the slow and steady steering of the No. 9; the bicycle pattern handlebar is retained; but instead of steering *à la* bicycle, the bar is rigid, and on its right-hand extremity a rod is mounted, which runs down to an ordinary combination of rack and pinion. Thus the racing man on the Quadrant has exactly the advantageous forward position of the handle bar steering, without its sensitive and erratic movements; and the combination results in the Quadrant racer being absolutely safe on the path at top speed, steering with beautiful steadiness and precision. Of its speed I can personally testify, inasmuch as I have for seven years past hovered about the half-limit mark, in bicycle and tricycle handicaps; but since taking to ride the Quadrant, I have, in two months come back, from one hundred and fifteen yards in a mile, to scratch!

Amongst lamps, or lanterns, for cycling, the "King of the Road" has long held a foremost position, and numerous imitations of it have sprung up. Our patent laws are still far from perfect, it seems; but in this case, Lucas, the inventor of

the King, has succeeded in gaining a verdict in favor of his patent, and the edict has gone forth that the King of the Road must no longer be copied.

The Racoon is the name of a recent introduction in dwarf bicycles. It has a lever motion somewhat resembling that of the Facile, but instead of acting direct, it acts with a novel kind of sun-and-planet motion to gear it up. I have not yet had an opportunity of examining it.

One of Bown's novelties consists of the Matchless sliding spring, designed to enable tricyclist's to shift their saddles and springs forward for hill-climbing, and backward for descending. This is effected by mounting the saddle and spring on a platform containing a sort of tramway, whereon the saddle runs forward or backward by means of suitably grooved wheels being held in any one of eight positions by a spring catch.

On the lines of the Arab cradle spring, a spring has been brought out, called the Popular; but as the proof of the pudding is in the eating, I cannot say whether it has anything to recommend it. It appears to be less flexible than the Cradle, and it is also cheaper in price. Doubts are rife as to whether it does not infringe Harrington's patent.

Some extraordinary inventions are displayed in our department of the International Inventions Exhibition, now open at South Kensington. Some of the most notable of these monstrosities I will describe in full in another communication to you. Meantime, among the regular trade exhibitors, speculation is lively, concerning the probabilities of the jurors awarding medals and commendations with scant acumen; those in high places having overlooked the claims of several most expert nominees, and appointed, instead, some big-wig, but ignorant people, to perform the task of judging the cycle exhibits. FAED.

LONDON, 16 July, 1885.

#### Ohio Division, L. A. W.

THE annual meet and races of the Ohio division of the L. A. W., took place at Springfield, Ohio, 20 and 21 July. The business meeting was held at the Grand Opera House, on the first day. From the reports of the officers the division is in a flourishing condition. Hereafter the offices of secretary and treasurer will be combined. Mr. Paul A. Staley, of Springfield, was elected to the office, and a committee was appointed to draft a new constitution. The division has now 550 members, with 92 new applications.

#### Penn. Division, L. A. W.

THE annual meeting of the Pennsylvania Division of the League of American Wheelmen, took place in Scranton, 23 July. There were over one hundred bicyclers in line, under command of Chief Counsel Aaron, of Philadelphia. The business meeting was held at the Lacka-

wanna rink. T. Howard Wright was re-elected secretary and treasurer. It was reported that there were 924 members in the division. A dark blue flag was adopted for League parades.

#### Michigan Division, L. A. W.

THE annual meet of the Michigan Division, L. A. W., was held at Coldwater, 16 July. During the forenoon the bicyclists rode out to A. C. Fisk's (Maple Park) and took a spin around his track, and while there were photographed by Harry Bassett. On their return they visited the Lewis Art Gallery, which had been thrown open by Mrs. Lewis for their benefit. While there they were presented with beautiful button-hole bouquets by the Nettleton sisters. Returning to the St. James a business meeting was held, F. A. Vernor acting as chairman, and F. T. Burnham, secretary. Mr. Burnham was also elected secretary and treasurer of the State division. The *Western Cyclist*, of Ovid, was made the League paper. A committee, consisting of Escott, Cathcart, and Warner, was appointed to settle with the former secretary and treasurer, W. C. Marvin. Thanks were returned to Mrs. H. C. Lewis for her kindness in opening the gallery. In the evening a banquet was served at the St. James. The meet will be held at Grand Rapids next year.

A CANTERBURY PILGRIMAGE, by Joseph and Elizabeth Robins Pennell: London, Seeley & Co. This is the title of a little book in which the authors tell of a ride from London to Canterbury, in August of 1884, on a Coventry Rotary tandem. The book has none of the flavor of a guide book, and there is no mention of roads or distances, but it is written in an interesting and breezy style, and the interest is kept up throughout. The tourists take the route travelled by Chaucer's pilgrims, but alas! they find little to tell the tale of the former journey, and arriving at the shrine of the saintly Thomas, they find that departed as well. The illustrations are no less interesting than the text. Jo.'s pencil is seen at its best in the sketches shown. The cover is got up in mediæval style, with a suggestion of contrast between the travel of ancient days, as represented by a knight and lady riding on a pillion, and that of modern days, wherein the lady occupies the front seat of a tandem. The book will be published in America by Scribner & Co.

#### EXOTICS

LIFE & SON, have published a little pamphlet written by John A. Williamson, solicitor, entitled "The Rights and Liabilities of Cyclists." It treats the subject under three heads: "In General," "As Tourists" and "As Regards the Betting Law." It is an admirable work, and although it treats matters of law from

# STOP! LOOK! READ!

## When You Buy,

Look more at the past reputation of the maker than at the present appearance of the machine. Paint, enamel and nickel covereth a multitude of flaws.



From the BICYCLING WORLD of July 17, 1885.

MESSRS. STODDARD, LOVERING & CO. have received the following unanimous testimonial from the members who used their RUDGES on the Big Four Tour:—  
Gentlemen,—We, the undersigned, members of the BIG FOUR TOUR, desire to express our appreciation and satisfaction with the manner in which the RUDGE bicycles have stood the rough road work throughout the tour. As an all-round roadster, we believe that it has no equal, and cordially recommend it to road riders who desire a roadster for general riding, touring, and hill-climbing, which combines all the essential points of strength, durability, and easy running. Fraternally yours, W. S. Bull, Buffalo; Fred Jenkins, New York; Fred C. Hand, Scranton, Pa.; W. G. E. Peirce, Chicago; H. S. Wood, Philadelphia; F. W. Warner, Farmington, Mich.; J. W. Vivian, Boston; A. D. Peck, Jr., Boston; H. S. Wollison, Pittsfield, Mass.; G. L. Sawyer, Faribault, Minn.; Geo. S. Morley, Clyde, N. Y.; F. B. Graves, Rochester, N. Y.; F. G. King, Corry, Pa.; W. L. Gardener, Troy, N. Y.; S. H. Monell, New York; F. C. Stokes, Moorestown, N. Y.; C. W. Wagner, Ann Arbor, Mich.; A. M. Scott, Woodstock, Ont.; H. P. Simpson, Scranton, Pa.; J. H. Johnson, Detroit, Mich.



## When You Buy,

Buy the Best, and although you find it perhaps a little higher in price at the start, you will find it the cheapest in the end.

## When You Buy,

Do not buy your machine on paper. See either the machine, or an exact counterpart of the machine you think of purchasing; then you know what you are getting.



## When You Buy,

Give us a show with our machine. All we ask is a chance with the rest. If you are not satisfied after placing our machine in close comparison with others, we will not urge their sale.

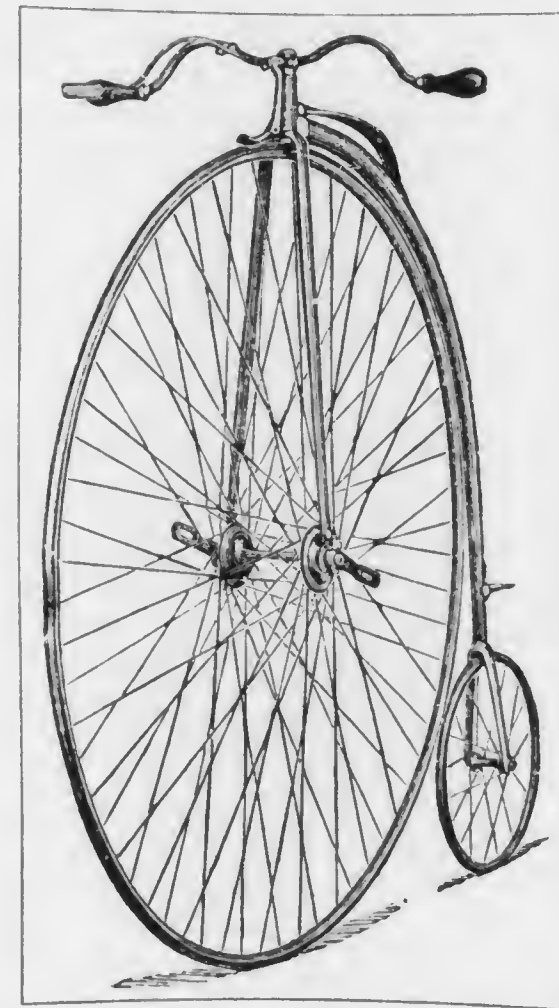


# COMMENT IS NEEDLESS.



# APOLLO!

A Light Roadster of the Highest Grade.



SINGER'S

\* CYCLES \*

## SPECIFICATION.

BEARINGS — Front, new single adjustable ball.  
" Back, solid steel adjustable ball.

FORK — Front, new elliptic, hollow.  
" Back, half hollow.

BACKBONE — Oval steel.

HUBS — New pattern steel flanges.

SPOKES — New pattern steel tangent spokes (or direct).

FELLOES — Steel, hollow.

TIRES —  $\frac{3}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.

HANDLE-BAR — Steel, hollow, cowhorn.

HANDLES — Vulcanite, large.

SPRING — Low, sliding.

SADDLE — Long-distance "Eclipse."

PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).

BACK WHEEL —  $17\frac{1}{2}$  inch.

FINISH — All bright parts plated, the remainder enamelled.

PRICE, 50-INCH - - - - - \$140.00.

## THE CHALLENGE SAFETY

The Model Safety Bicycle of the Day.

*Easy Running, Well Constructed, Rigid, and Free from Vibration.*

SEND FOR CATALOGUE OF 18 PATTERNS OF BICYCLES AND TRICYCLES CARRIED IN STOCK.

**W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.**

PECK & SNYDER, New York Agents, 126 Nassau St., New York.

an English standpoint, it has much in it of value to Americans.

THE N. C. U. Tricycle Championship for one and twenty-five miles were run in London on the Crystal Palace track, Saturday, 11 June. The one mile final resulted in a dead heat between P. Furnival and P. T. Letchford. This was run off at once, and Furnival took the championship. In the second heat Sid Lee made the best time on record, 2.59 $\frac{1}{2}$  for the mile; but this was eclipsed in the next heat which was taken by Furnival in 2.58 $\frac{1}{2}$ . The quarters were run as follows: Quarter, 46, P. Letchford; half, 1.29 $\frac{1}{2}$ , P. Letchford. Three quarter, 2.14 $\frac{1}{2}$ , P. Furnival; mile 2.58 $\frac{1}{2}$ , P. Furnival. These are the best on record. The twenty-five mile race was a struggle between Gatehouse and R. H. English, nearly all the others having dropped out. All previous records, from eleven to twenty-five miles, and the two and three mile, were broken.

Previous Record.

	H. M. S.	H. M. S.
1. English.....	3 8 ..0	2 58 $\frac{1}{2}$
2. J. Lee.....	6 21* ..0	6 26 $\frac{1}{2}$
3. Cripps.....	9 38 $\frac{3}{4}$ * ..0	9 45
4. Cripps.....	13 4 ..0	13 3
5. English.....	16 24 ..0	16 19
{ J. Lee & }		
6 { English }	19 51 ..0	19 35
7. Gatehouse....	23 18 ..0	22 54
8. Gatehouse....	26 51 ..0	26 9
9. Gatehouse....	30 25 ..0	29 23
10. Gatehouse....	33 59 $\frac{1}{2}$ ..0	32 33 $\frac{1}{2}$
11. Cripps.....	37 26* ..0	37 44
12. Gatehouse....	40 51* ..0	42 24
13. English.....	44 19 ..0	45 54 $\frac{1}{2}$
14. Gatehouse....	47 45 $\frac{1}{2}$ ..0	49 21
15. Gatehouse....	51 4 ..0	52 53
16. Gatehouse....	54 34 ..0	56 29
17. Gatehouse....	57 58* ..1	0 0 $\frac{1}{4}$
18. English.....	1 35 ..1	3 30
19. English.....	5 11 $\frac{3}{4}$ * ..1	7 15
20. Gatehouse....	8 42* ..1	10 50
21. English.....	12 26* ..1	14 33
22. Gatehouse....	16 3 $\frac{1}{2}$ ..1	18 3
23. Gatehouse....	19 41 $\frac{1}{2}$ * ..1	21 43
24. Gatehouse....	23 19 $\frac{1}{2}$ * ..1	25 21
25. Gatehouse....	26 29 $\frac{1}{2}$ * ..1	28 58

Distance covered in the hour, seventeen miles nine hundred and eighty-six yards, by Gatehouse, best on record. English's time for twenty-five miles was 1h. 26m. 32s. The others who completed the distance were, Sharp, 1h. 30m. 49s.; Cousins, 1h. 30m. 40s.

\* Denotes fastest time on record.

LENNOX made the run on a bicycle to John O'Groat's in 6 days, 16 hours, 10 minutes, thus beating the record by three hours and five minutes.

THOMAS STEVENS thus writes to the *Cyclist*:—

CONSTANTINOPLE, 6 July, 1885.

Dear Sir,—I arrived at Constantinople on the morning of the 2d, having had rather a tough time of it south of the Balkans, owing to the prevalence of daily rainstorms, and the absence of anything

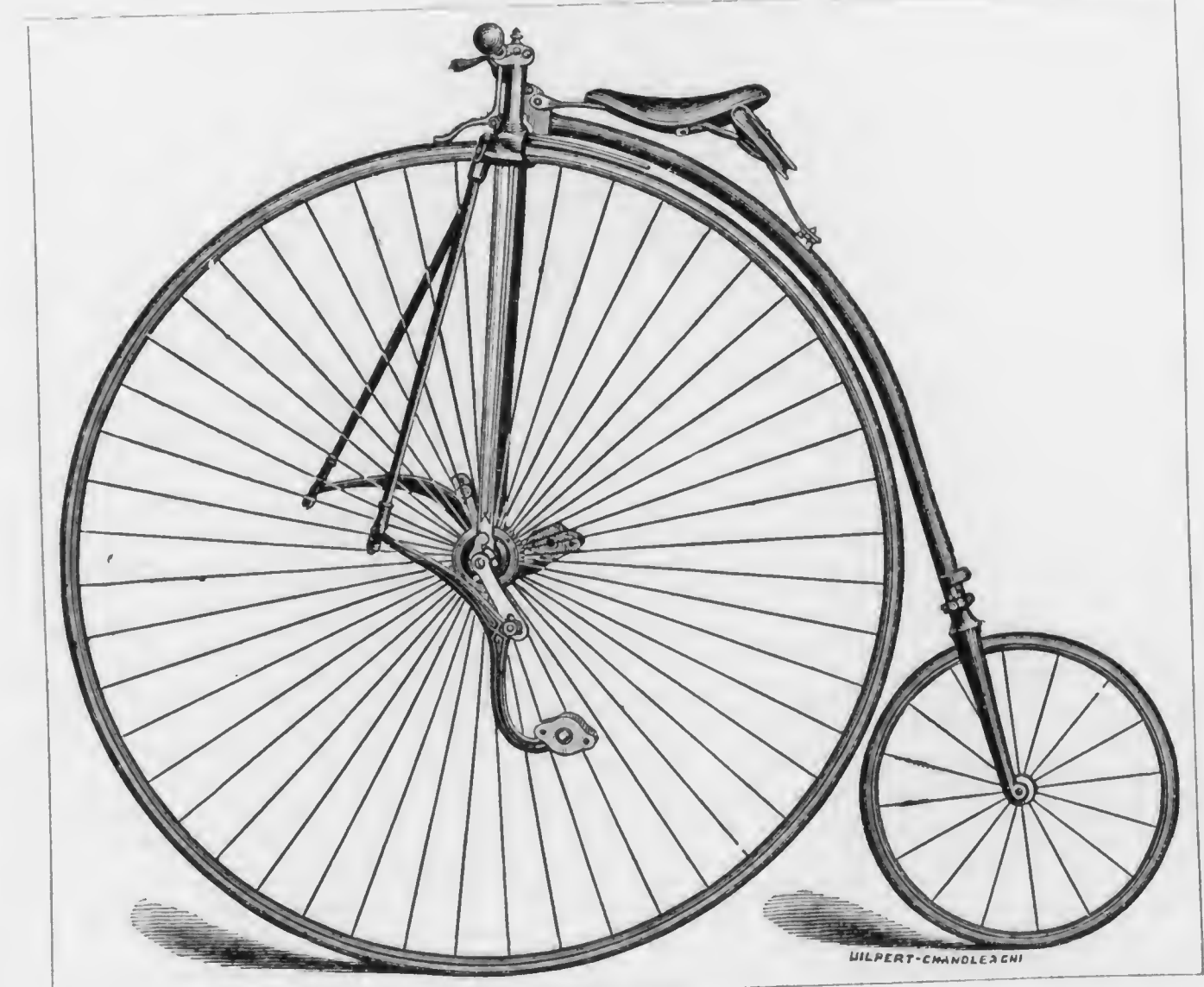
like decent roads in Turkey. I have thoroughly enjoyed the trip through Europe as a whole, and although I have found some difficulties in my dealings with the people, and especially the Turkish *gendarmierie* of interior villages, on account of not knowing their language, I have come through all right, with nothing but English and pantomime, which I feel confident will carry me anywhere. Save for one or two trifling incidents, I met with no trouble of any kind anywhere. The Turkish police bothered me worse than all the others put together, in one instance even hauling me up before a pasha, who, after examining my passport, and asking me if I was a "baron," ordered them to return my revolver, which they had kindly relieved me of, and let me go. Next to the French, I found the Servian roads the best riding in Europe, the German and Austro-Hungarian being all right, save for too much new repara-

tion with flints, which made awkward going for the bicycle. I may remain here until the heated term of July and August is over, before venturing South, but don't know yet for certain. T. STEVENS.

ONE day last week Messrs. Rudge & Co. showed us a new racing bicycle they had just built for a well known professional rider to use in the next Wolverhampton handicap. We saw it scaled on a Salter's spring balance, and it showed a shade under eighteen pounds, with saddle and pedals complete. — *Cyclist*.

THE English record for a mile now stands:—  
 $\frac{1}{4}$  mile 39s. H. A. Speechly, Aug. 23, 1884.  
 $\frac{1}{2}$  mile 1.19 $\frac{1}{2}$ , A. Thompson, 3 July, 1884.  
 $\frac{3}{4}$  mile 2.0, M. Webber, 9 July, 1885.  
1 mile 2.39 $\frac{1}{2}$ , M. Webber, 9 July, 1885.  
All made on the Crystal Palace track.

## MANUFACTURE



The American Safety Bicycle.

MANUFACTURED BY GORMULLY & JEFFERY, CHICAGO, ILL.

THE present season was well be called the "Safety season," for it has seen the birth of safety machines of every shape, size, and description. The increase of safeties indicates a demand for them, and they present to the buyers a more extended field for selection than does the ordinary bicycle, with its unvarying form. Among the newer machines is the American Safety, shown above. Placed on the market at the beginning of this season, it is already exceeding in good qualities

and in demand, the expectations of its manufacturers.

We give below a brief description of it:—

The frame is similar to that of the ordinary bicycle in construction, except that it possesses a very large fork for the rear wheel, and large elastic saddle spring.

The pedal mechanism consists of a lever, pointed near its centre to a strong crank; its rear end is dropped, and is provided with corrugated rubber foot-blocks. Its front end is furnished with a ball joint, by which, through the medium of a connecting rod, it is pivoted to the upper end of the fork. The arrange-



ments is such that the moving parts produce very little friction, and the power is applied in such a way as to make it very speedy and a good hill climber.

The front wheels have one inch tires, and rear ones, which are twenty inches in diameter, seven-eighths inch tires, furnished with doubly butt-ended spokes, every one capable of sustaining seven hundred pounds weight, without breaking. The rims are of crescent steel, of very strong section.

The whole machine is designed for rough usage, as well as ease of running, and is meeting with a rapid sale. Its manufacturers are highly pleased with the unsolicited testimonials they are receiving concerning it.

#### Notes by the Way.

THAT undoubtedly is an excellent theory of government which declares the right of each individual to enjoy every liberty that is not inconsistent with every other person's liberty.

BUT this theory must be taken at its full meaning. It must be understood to mean that, while government should guarantee to every man the full measure of his liberty, it should also enforce upon him a scrupulous regard for the liberty of all the rest. Its restrictions should be no less emphatic that its guarantees are ample.

SIDEWALKS exists for the pedestrian. He should be unrestricted in his right to them.

WE, in America, have practically considered only one side of the proposition I started with. We have given to every individual pretty nearly an entire right to do as he elects, but have forgotten to impose upon him the necessity of respecting equal privileges for others.

IT thus happens that liberty in America means the right to tread upon our neighbors' toes indiscriminately; to consult our own pleasure and convenience, with no regard to the convenience or rights of other people. This sort of independence is observed every hour.

THE trader does not seem to have the slightest idea that he is bound to receive and deliver his merchandise with some sort of regard to the convenience of the people who are compelled to use the sidewalk before his premises. He enjoys his liberty, with no regard for other people's liberties, and the government winks at his acts.

IT is a queer sort of liberty which, in giving one man the right to the sidewalk, gives to another freedom in depriving him of his right.

THE man who holds the ribbons over a

horse enjoys his liberty with the most contemptuous notion of the privileges possessed by pedestrians; he demands his right to come and go as he elects, irrespective of the rights of anybody else that he may impose upon.

THE law gives to a funeral the right of way on the highway. The carriages are generally driven by stable loafers and irresponsible Jehus. When you see a funeral coming give it the whole road or be run down. The law places too great a liberty in unworthy hands in this instance. I am talking from the latitude of Boston.

THE promenader is apt to claim both sides of the foot-way, and is rather astonished if some one disputes his right to carry his cane and umbrella in that well-known horizontal fashion so conducive to the security of other people's eyes.

WHAT is a man's liberty worth in this boasted land of freedom if he cannot do as he darned likes?

ALL our guarantees are guarantees of license, but very few are guarantees of protection. We do go so far as to protect men against robbery and assault; but we make almost no attempt to protect them against nuisances and small intrusions, against the hundred and one minor infringements that prove so exasperating an element in one's encounters with his rude fellow-men.

I DO not lose faith, in the least, in that grand principle of democracy which claims for each man the full liberty possessed by every other man; but I do assert that, in order that each may enjoy his inherent privileges, it may become necessary to as rigidly protect as generously to guarantee; for liberty means, among other things, entire security from encroachment; and the education of every citizen should include, in addition to a full disclosure of all his privileges, an emphatic enforcement of all his restrictions.

THIS is a little essay I have evolved for the benefit of wheelmen. If they can draw a lesson from it, I shall be content. There are many points which will come home with striking force to them if they will read between the lines as well as on them. I will not particularize, but will only say that I make a practice of riding in the streets. Often I go along a soft or a rocky piece of road, and I am tempted to take the sidewalk; but I resist, for I say to myself, I have a right in the streets; the pedestrian has a right upon the sidewalk. When I leave the streets I infringe his rights, and do him an injury.

AND so I keep to the street, and do not

even sigh for that hard and smooth pathway which lies  
BY THE WAY.

#### Gentlemen Cyclists.

THE following letter from Capt. E. L. Miller, of the Philadelphia Club, has a bearing in other latitudes than that in which it was written:—

MR. P. S. ATTICK, *Proprietor Bryn Mawr Hotel*:—*My Dear Sir*,—I have been informed that the guests at your house have been complaining about wheelmen presenting themselves for meals, etc., in their shirt sleeves, and in habits unbecoming gentlemen. As I was chiefly instrumental in getting your reduced rates, and consent to having wheelman at your hotel, I feel it my privilege, acting for the club of which I am captain, as well as for the gentlemen wheelmen in and around Philadelphia, to request that you refuse entertainment to any wheelmen who asks it, if he is not clothed as befits a gentleman. By this, I mean that no gentleman will present himself at a hotel table in his shirt sleeves. Or, if he has a coat on, and a jersey underneath, if he is not decent enough to button up his coat and hide his nakedness, gentlemen will thank you, if you refuse him entertainment (unless he will eat at your servants' tables). You are at perfect liberty to show this letter to any objectionable wheelmen you choose. The gentlemen riders of Philadelphia cannot sacrifice their deserved comforts to the few who do not know how to act as such.

Yours, sincerely,  
EWING L. MILLER,  
*Captain Philadelphia Bicycle Club.*  
PHILADELPHIA, 28 June, 1885.

#### Motive Power for Tricycles.

SEVERAL attempts have been made to utilize electrical energy through the medium of secondary batteries for propelling tricycles and light vehicles, but so far we have not seen anything beyond the experimental stage. Many inventors have also striven, with more or less success, to produce a mechanical motor depending for its movement upon the explosion of a gaseous mixture, composed of petroleum and compressed air. The most practical of these is, we think, that of Mr. Eteve, which was introduced last year into this country, but of which we now hear nothing. This principle, says the *Electrical Review*, has been applied to the propulsion of tricycles, and such a vehicle may be seen in the Inventors Exhibition. It is stated that by the consumption of from three to five pints of common petroleum oil per hour, in the "velocycle," as it is called, sufficient power is generated to give to the vehicle with its rider a speed of from ten to fifteen miles per hour. The generator contains a supply of petroleum, enough for a run of three or four hours, from which is evolved, by the aid of two small compressing pumps, the gaseous mixture for consumption in the two engines, in com-

bination with the compressing pumps affixed to the frame of the vehicle in front of the driving wheels and seat. The ignition necessary for the expansion of the gaseous mixture is effected by means of sparks from a tiny electric machine, as in the Eteve engine, at the early part of the outgoing strokes of the pistons in connection with cranks on driving wheels shaft.—*Scientific American*.

#### CURRENT CALAMO

THE St. Louis *Spectator* prints a good picture of Cola Stone.

A BUSINESS meeting of the Massachusetts division L. A. W., will be held at the Bay State House, Worcester, 5 August, at 7.30 P. M. The following business will come before the meeting. Election of secretary-treasurer; changing State rules to conform with those of the national body, and many other important matters. Chief Consul Ducker will preside, and a large attendance is expected.

THE Worcester wheelmen have extended an invitation to the Massachusetts division, L. A. W., to hold its annual meeting in their city on 24 September.

SOME members of an Elmira (N. Y.) congregation have presented their pastor with a tricycle.

GEORGE THOMPSON, of Maplewood, has on exhibition, at the rooms of the Pope Manufacturing Company, an electric bell for a bicycle. The bell is attached to the head of the machine, and connected with a small battery located at the back of the saddle. The bell is operated by a button on the handle bar.

PLANS for another Big Four tour next season are already being made. As now decided upon, the party will be limited to fifty, and the route will be through northern Canada, barges down the Ottawa River to Quebec, then by boat up the Saguenay River, to the ocean, and then down to Boston.

THE annual meeting of the Connecticut division of the L. A. W. will be held in Hartford, 31 July, at the rooms of the local bicycle club.

THE second annual meet of the Vermont division, L. A. W., will be held at Brattleboro', Vt., 30 July.

J. S. WEBBER's book of Cape Ann will be out 5 August.

C. F. WOOD and W. S. Bagg, two amateur bicyclists, who started out last Monday on a vacation trip, reached their homes in West Springfield Friday evening, having made the run from Boston on their machines in a single day. The only mishap was that one of the boys, while descending a hill near North Attleboro', took a header, which stunned him and cracked his upper jaw. But, fortunately, two other tourists, on their way from Reading, Pa., to Nantasket, happened along, and one was a doctor armed with

surgical appliances, who mended up the young man so that he was able to continue the journey.—*Springfield Republican*.

ON the 17th or June last, while Phil. Hammill, of the Chicago Bicycle Club, was riding leisurely down Michigan avenue, opposite Twenty-second street, he was run into by a man named Batchelor, who was driving a one-horse buggy, and received a severe fall, beside buckling and totally ruining his machine. Hammill at once commenced suit for damages, and the trial was set for Wednesday last, before Justice Lyon. After lengthy arguments, in which Col. Albert Pope, attorney for the prosecution, seemed to have it all his own way, owing to the gross recklessness of the man Batchelor, the justice gave a decision in favor of Hammill, for \$70 and costs.—*Sporting Journal*.

THE Citizen's Club, of New York, entertained the Big Four tourists at the club house last Saturday evening.

THE following will constitute the racing board for 1885-6: Abbot Bassett, chairman; F. T. Sholes, Cleveland; Ewing L. Miller, Philadelphia; John O. Blake, Chicago; H. E. Ducker, Springfield.

THE Springfield Club has issued a fine lithographic group of pictures of prominent racing men who will appear at the tournament in September. The likenesses are all good, and the picture, though an advertisement of the tournament is well worth preserving in a frame.

WITH August comes skeeters. We will all be scratch men next month.

THE following appeared in the English *Christian*: "A Christian tricyclist desires, through our columns, to suggest to his many brother cyclists that they should zealously utilize the many opportunities they have of scattering tracts during their journeys in the rural districts."

A CLERGYMAN and a professional gambler had a bicycle race in Arizona. The pastor's congregation brought a charge of unseemly conduct against him, and he has indignantly resigned. He says that it is folly to erect too high a standard of dignity in a border community; and, moreover, he doesn't believe that the brethren would have complained but for the unfortunate fact that he lost the race.—*Record*.

RIPLEY, England, is a great resort for cyclists, and a special service for the benefit of wheelmen takes place every Sunday at one of the churches. Next we shall hear of some of our Boston Common preachers arranging for a service at Chestnut Hill, on Sunday. He would have a large audience of cyclists.

POWELL and Gideon of Philadelphia, have been riding up Ford Hill on a Humber tandem. Both bicycle and tri-

cycle riders have tried the hill without success.

MR. JOSEPH L. PINDER, president of the Lowell Bicycle Club, met with a serious accident while riding his machine, last Friday, in Lowell. Mr. Pinder was going down Broadway, and when at the School street crossing the backbone of the bicycle suddenly broke and he went over backward, striking on the small of his back on the crossing. He was lamed very much by the fall, and was carried home with the broken machine in a wagon. Dr. Rix, who attended him, says no permanent injury will result, but his patient will be obliged to remain within doors for a few days.

"FAED'S" article in another column should be read by every wheelman who is interested in the progress of the sport. The article is the first of a series which this well known writer will contribute to our columns, arrangements having been made with him to represent us in the capacity of foreign correspondent.

One incident of the road race at Dorchester on Saturday, is not very creditable to those engaged in it. The friends of Rowe, at one point in the route, came out to him with a pail of water, and he refreshed himself. Whitaker, who was close behind, was suffering for water, and his pace maker asked the privilege of dipping a sponge in the pail. This was refused, and the water was thrown away. Comment is unnecessary.

MR. LAMBERT, of the well known firm of Humber & Co., will sail for this country 11 August. His trip will be for both business and pleasure, calling first upon the United States agent for the firm, Mr. L. H. Johnson, and then visiting Springfield and Hartford to attend the tournaments.

THE League cleared \$352 at the Buffalo race meeting.

By an unfortunate error our stock of papers run out last week, and that number is now out of print. We have not enough for our files on hand. We will be obliged if friends who have no further use for the issue of 24 July, will mail their copies to us. We need a great many.

THE following is the list of the machines in use on the Big Four Tour, so far as reported to the secretary: Expert Columbia 38; Columbia Light Roadster, 7; Rudge 20; Victor, 9; Star, 6; Apollo, 4; British Challenge, 2; Extraordinary, 3; Royal Mail, 5; American Club, 3; Yale, 2.

JOHN V. STEPHENSON, of Greensburg, Penn., writes us as follows: "Having read the article from the pen of Supt. Savage of Clearfield, Penn., in your issue of 24 July, I must say that I do not consider the feat (?) of Mr. Harder anything to be wondered at, and I know a number of wheelmen (among them a young man who rides a 47-inch wheel) who will be glad to accept Mr. Harder's challenge, if he will offer some induce-



ment other than "glory" (and they don't ask money either), to the winner or winners. As he has given you his feat (?), I will give you one which goes him one better, and yet is not considered wonderful, notwithstanding the route lay over the Allegheny Mountains, where the roads are not "sand papered" by any means.

"Saturday, 20 June, I left Greensburg, Penn., at 4 A. M., reaching Johnstown, 48.95 miles, at 1 P. M., and Cresson Springs at 6.30—72.70 miles for the day.

"Sunday, 21st, left Cresson at 4.30 A. M. and rode through Altoona, Tyrone, and Milesburg to Lock Haven, a distance of 86.75 miles, reaching the latter place at 9.30 P. M. This is some fourteen miles farther than Mr. H., and about one hour less time. It strikes me that his challenge to "any rider in the United States," is rather broad, and, as I said before, he will have no trouble getting takers, if he has something of value to wheelmen to offer as a slight inducement.

#### RACING NEWS

CHICAGO, 25 July. — Races under the auspices of the Chicago Bicycle Track Association. Track heavy. Attendance small.

*One Mile, Handicap, Professional.* — A. Dolph, 10 yards (1), 3.7½; J. S. Prince (2), by four inches.

*Ten Mile, Professional.* — John Brooks (1); R. Neilson (2); J. S. Prince (3); W. M. Woodside (4).

*Two Mile.* — H. W. Gaskell (1), 6.50; Geo. Weber (2).

*Fifteen Mile, L. A. W. Championship.* — Geo. Weber (1), 51.13.

*One Mile.* — Geo. Weber (1), 3.0½; N. H. Van Sicklen (2); John Nicholson (3).

*Five Mile, Professional.* — W. M. Woodside, 50 yards (1); J. S. Prince scratch (2); John Brooks, 50 yards (3).

*Five Mile, Lap.* — H. W. Gaskell (1); N. H. Van Sicklen (2).

*Quarter Mile.* — H. W. Gaskell (1). We had made arrangements for a better report of these races, but up to the time of going to press our despatches had not arrived.

SCRANTON, PA. — Races under the auspices of the Scranton Club at the annual meet of the Pennsylvania Division, L. A. W.:

*Half Mile, Novice.* — H. P. Simpson (1), 1.35; M. J. Corbett (2); J. B. Rogers (3).

*One Mile.* — Joe. Powell (1), 3.05; T. R. Finley (2), 3.0½; H. D. Renton (3).

*Half Mile, Boys.* — Alex. Brown (1), 1.57; Chas. Raub (2).

*One Mile, Handicap, Club.* — J. R. Schlager (1), 3.03; G. S. Mott, one hundred yards (2).

*Three Mile, State Championship.* — J. R. Schlager (1), 9.53½; Louis Kolb (2); M. J. Bailey (3).

*Five Mile, Handicap.* — J. Powell (1); D. H. Renton (2).

Elmira (1), 4.29½; C. B. Ripley, Hartford, (2).

*Two Mile.* — J. Powell (1), 6.29; T. R. Finley (2).

*Mile, State Championship.* — J. R. Schlager (1), 3.7½; Louis Kolb (2).

*Five Mile, Handicap.* — J. Powell (1); D. H. Renton (2).

*One Mile, Consolation.* — L. Kolb (1), 3.17; M. J. Bailey (2).

*Tug of War, One Mile.* — Scranton Club (1); Binghamton Club (2).

In the evening there was fancy riding by Finley and Powell at the Rink, and a slow race, which Parrott won. A competitive drill between the Scranton and Binghamton Clubs resulted in a victory for the former.

The prize for the one mile dash, won by Powell, of Smithville, N. J., and the second prize, won by Finley, as well as the prize won by Powell for the five mile handicap, were not awarded, such action having been protested against on the ground that the Smithville racers were professionals.

BANGOR, ME., 23 July, 1885. — The second annual meeting of the Pine Tree Wheel Club occurred here to-day. Mr. F. A. Elwell's party of bicyclists on a tour through Maine are here, and participated. The club championship race, one-half mile, was won by W. F. Stone; time, 3.8. The visitors' race, one-half mile, was won by W. S. Coe, of Ware, Mass.; time, 1.39; George P. Morrill, of Portland, second. The League of American Wheelmen State championship race, two miles, was won by Charles S. Maynard, of Bangor; time, 7.15. The race for safety bicycles, one mile, was won by George E. Cain, of Lynn, Mass.; time, 4.4; G. R. McAulan, of Providence, second. Tug-of-war, one-half mile, between teams from Bangor and from the visitors, was won by the latter, composed of George E. Cain, of Lynn, George P. Morrill, of Portland, E. S. Turnbull, of St. John; best time, 1.39. Consolation race, one mile, was won by E. S. Turnbull, of St. John; G. E. Bord, of Bangor, second; J. Henry Wharff, of Bangor, third; time, 3.50.

In a five-mile bicycle race at Greenville, between J. H. Polhill, champion of Georgia, and William Maxwell, champion of North Carolina, over a rough quarter of a mile track, Polhill won by one-third of a lap, in 18.10.

At its last meeting, the New Haven Bicycle Club authorized its executive committee to secure ground for a quarter mile track, to be used exclusively for cycling purposes.

At Chicago, 18 July, John S. Prince made an attempt to break the American twenty mile bicycle record. Mile after mile was reeled off in handsome style, until he had accomplished seventeen miles in fifty-five minutes, leaving him ten minutes twenty-eight seconds in which to ride the remaining three miles. Here C. Knikling, who acted as one of the pace makers, misinformed Prince as to the

true time, and he slowed up, thinking it useless to continue. — *Exchange.*

It is reported that John Brooks, of Blossburg, Pa., rode against time to establish records, 18 June, at Blossburg. The first mile was made in 3.03, five miles in 15.11, ten miles in 31.02, fifteen miles in 46.34, twenty miles in 1.03.16, and twenty-five miles in 1.20.54.9.10. If the facts in the case can be established, the records for fifteen, twenty, and twenty-five miles will be the best.

COLDWATER, MICH., 16 July. — Races at the meet of the Michigan Division.

*One Mile.* — F. W. Warner (1), 3.16½; L. D. Munger (2), 3.24.

*Half Mile Club Championship.* — C. Champion (1), 1.43; H. G. Parker (2).

*One Mile.* — F. W. Warner (1), 3.42½; L. D. Munger (2).

*Half Mile 2 in 3.* — James Hedges, two heats (1), 1.39, 1.40.

*Five Mile.* — F. W. Warner (1), 19.25; I. H. Finch (2).

*Slow Race.* — M. Terry (1), 4.5½; Weisinger (2).

*Half Mile.* — C. C. Smith (1), 1.40; James Hedges (2), 1.45.

*Half Mile, Consolation.* — Geo. Bouerfind (1), 1.46; Chas. Weisinger (2).

SEVERAL members of the Boston Club rode over the course of the tricycle road race, last Sunday, and carefully measured the distance. The course is exactly sixteen miles. The start will be made from Bailey's Hotel, South Natick, at six o'clock, and proceeding over the same route as last year, the finish will be made on Beacon street, opposite the statue of Everett on the Public Garden.

The following is a list of the races to be run at the tournament of the B. C. W. at Pittsfield, 13 August: Half mile, flying start, open to all; five-mile, B. C. W. only; two mile, open to all; one mile, boys of eighteen years of age and under; three mile record, open to all; five mile, open to all; first, \$50 silver tea service; one mile, tug of war, four men each; one mile, open to all. Entries close 6 August, to P. W. Jones. \$1.00 each event.

SPRINGFIELD, OHIO, 20 and 21 July. Two days races at the meet of the Ohio Division, L. A. W.

#### FIRST DAY.

*One Mile, Novice.* — W. C. Conner, Springfield (1), 3.20½; H. G. Wagner, Cleveland (2), 3.25½.

*Five Mile, State Championship.* — K. A. Pardee, Akron (1), 19.0½; W. C. Conner (2), 19.02.

*Two Mile, 7 Minute Class.* — L. M. Wainwright, Noblesville, Ind. (1), 6.44; Clarence Howland, Akron (2), 6.44½.

*Half Mile.* — George Weber (1), 1.25; K. A. Pardee (2), 1.29½.

*Three Mile, Record.* — S. G. Whittaker; Boston (1); W. F. Knapp, Cleveland (2).

*One Mile, Tricycle, State Championship.* — C. Howland, Akron (1), 3.59½; E. G. Barnett, Springfield (2), 3.50½.

*Mile, Hands Off.* — J. D. Pugh, Jr.,

Cleveland (1), 3.24½; W. H. Wetmore, Cleveland (2), 3.24½.

#### SECOND DAY.

*One Mile, 3 20 Class.* — G. F. Snyder, Cleveland (1), 3.16½; L. M. Wainwright (2), 3.18.

*One Mile, State Championship.* — K. A. Pardee (1), 3.18½; E. F. Landy (2), 3.19.

*Half Mile, Tricycle.* — Clarence Howland (1), 1.56½; A. M. Crothers, Springfield (2).

*Half Mile, L. A. W. Championship.* — George Weber (1), 1.33½; P. N. Myers, Covington, Ky. (2), 1.37½; Clarence Howland (3), 1.38.

*Two Mile, State Championship.* — K. A. Pardee (1), 8.8½; W. F. Knapp (2).

*Mile, Consolation.* — S. P. Hollingsworth, Russiaville (1), 3.22½; by Kepsay (2).

S. G. Whittaker, of Boston, and Geo. Weber, of Smithville, N. Y., were challenged on the ground that they were professionals, or at least paid amateurs, since they are each in the pay of bicycle dealers at their respective homes.

FRED WOOD, of Leicester, and R. James, of Birmingham, will sail for America on 25 August, to take part in the Hartford and Springfield races. R. H. English, the Newcastle flyer, and R. Cripps, of "Cripper" fame, will be in the party, and as all four ride the "Genuine Humber," this machine will undoubtedly repeat its English successes.

DORCHESTER, 25 July. — Road races by the Dorchester Bicycle Club.

*Fifty Mile Race.* — Course — River street, Central avenue, White street, Centre, Adams, to Quincy town, Hancock School, Franklin, Independence avenue, Washington to turning point. Return over the same course as far as Centre street, then over Milton and Dorchester Hills to starting point. River street, through Hyde Park and Dedham, Dedham avenue, Wellesley avenue, Washington and Eliot streets to turning point, one half mile beyond Bailey's, then return to starting point. Prizes — First, gold medal, value, \$50; second, gold medal, value, \$30; third, Butcher cyclo-meter, value, \$10; W. A. Rowe, Lynn, 3h. 47m. 37s.; S. G. Whittaker, Cambridge, 4h. 7m.; H. C. Getchell, Cambridge, 4h. 20m.; Charles E. Whitten, Lynn, time not taken.

A great deal of interest centred in this race, from the fact that the most prominent road racers in the country were to be pitted against each other, and an exciting struggle was expected. Besides the men who have figured prominently in this vicinity, there was Munger, the second man in the Big Four race, and White, the winner of the late Buffalo road race, who came East to try their endurance with our Eastern men.

Out of the eighteen entries, the following fifteen men appeared as starters: Charles Whitten, Lynn; W. A. Rowe, Lynn; W. A. Rhodes, Dorchester;

F. W. White, Rome, N. Y.; W. F. Whitcomb, Cambridge; S. G. Whittaker, Cambridge; H. E. Lombard, Cambridge; F. W. Haartz, Cambridge; G. B. Graves, Cambridge; H. C. Getchell, Cambridge; David Drummond, Cambridge; A. A. McCurdy, Salem; W. P. Hood, Danvers; J. C. Clark, Massachusetts Club; F. W. Westervelt, Springfield; L. B. Munger, Detroit.

The men were ranged in three lines across the road, and when the word was given they all started off well together, Rhodes being slightly in the van.

After seventeen miles the men crossed the starting line, and at this time only nine men were in the race. They were checked as follows: —

Whittaker, 1.14.50; Rowe, 1.15.19; Whitten, 1.16; Munger, 1.16.38; Rhodes, 1.18.5; White, 1.19.27; Getchell, 1.19.35; Hood, 1.19.42; Drummond, 1.29.38.

At the twenty-five mile point the number was still further reduced.

Rowe, 1.53.45; Whittaker, 1.53.45½; Whitten, 1.56.10; Getchell, 1.59.

The history of the race is one of headers and injuries. Rhodes, of whom much was expected, fell early in the race, and retired. Rowe went through without a header or dismount, and finished in good condition. Whittaker fell once or twice, and rode under difficulties. Munger was taken sick and retired. Both Whittaker and Whitten got off the course and lost some time. Rowe rode a Columbia Light Roadster and Whittaker a Royal Mail.

*Fifteen Mile Tricycle Race.* — John Williams (colored) Dorchester (1), 1.14.10; W. H. Huntley, Newton (2), 1.14.55; E. P. Burnham (3), 1.15.30; A. Lester (4); John Amee (5).

Williams rode a Quadrant, weighing about seventy pounds. Huntley rode a Ripper, and Burnham, a Victor Roadster. The latter was looked upon as a winner, but he had a machine weighing thirty pounds more than that of the winner, and was thus heavily handicapped. Huntley took one header. He lost his handkerchief on the road, and found it on his return wound up in his differential gearing.

*Fifteen Mile Club Race.* — W. Emerson (1), 1.3.20; I. Swan (2), 1.8.27; H. S. Kendall (3).

*Six Mile.* — A. F. Walburg (1), 26.15; R. W. Howe (2), 26.27.

*Three Mile.* — A. V. Wallburg (1), 10.4; I. Swan (2), 10.20.

*One Mile.* — W. Emerson (1), 3.38; J. G. Greene (2), 4.½.

SOMERVILLE, 25 July. — Road race under the auspices of the Somerville Club. *Ten Mile.* — Six started for the ten miles from Broadway, shortly after six o'clock, George Beals acting as referee. The contestants started thirty seconds apart, the riders being Ellsworth Fiske, George F. Steele, F. B. Kimball, Henry C. Brine, Harry S. Worthen and George Shaw. Steele got the best start, being in fine condition. Steele came in ahead at the finish, his time being 45m. 23s. Fiske was second, coming in just

two minutes later. Brine was third and Shaw fourth, their times being forty-nine and fifty-three minutes, respectively. Steele rode a Rudge.

WORCESTER, 25 July. — The races of the Worcester Bicycle Club took place on the half-mile track on the agricultural fair grounds, the track being heavy on account of a severe shower an hour before the races began. In the one-mile club race for a gold medal, there were four contestants, and the winner was Walter Weston, in 3m. 26½s.; George Warren second, in 3m. 30s. In the second race, one mile, open to all comers, there were three starters. L. I. Shaw was the winner in 3m. 18½s., with G. S. Patterson second, in 3m. 25½s. In the five-mile race for members of the club there were eight starters, and the winner was Walter Roeston, in 17m. 30s., with George Warren second, in 18m. 1½s. The fourth race was three miles, open to all comers, with five contestants, L. I. Shaw winning in 10m. 31s., with Arthur Green second. The others did not finish. In the fat men's race of one mile, the contestants were Frank H. Martin and Frank Eaton, the former winning in 3m. 25s., Eaton's time being 3m. 26½s.

#### WHEEL CLUB DOINGS

LYNN. A new bicycle club has been formed in Lynn with the following officers: Captain, Robert J. Herow; first lieutenant, W. Lewis; second lieutenant, T. Ray; color bearer, H. Fisher. The club proposes to make a two weeks' trip through New Hampshire, leaving Lynn, 9 August.

AUGUSTA, ME. The Kennebec County Wheelmen recently organized, with these officers: G. E. Duntun, president; Harry E. Stone, captain; Fred Hall and Arthur Pinkham, lieutenants; M. E. Campbell, secretary and treasurer.

HOOSICK FALLS, N. Y. 6 July, seventeen bicyclists, of Hoosick Falls and vicinity, formed a club, to be known as The Hoosac Wheelmen, with the following officers, for one year: President, Danforth Geer; captain, C. Jerome Stevens; secretary and treasurer, Charles C. Gibson.

#### CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.  
Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
Illinois. — L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts. — F. A. Pratt, Concord, Mass.  
Maryland. — S. T. Clark, 2 Hanover street, Baltimore.  
Missouri. — W. M. Brewster, 309 Olive street, St. Louis.



*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

*New York.*—Dr. A. G. Coleman, Canandaigua.  
*New Hampshire.*—W. V. Gilman, Nashua.  
*New Jersey.*—L. H. Johnson, Orange.  
*Ohio.*—Alfred Ely, 873 Prospect street, Cleveland.  
*Pennsylvania.*—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island.*—A. G. Carpenter, 2 Westminster street, Providence.  
*Wisconsin.*—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Wyoming Territory.*—C. P. Wassing, Rock Springs.

*Canadian Division.*—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

**APPLICATIONS FOR MEMBERSHIP.**—(Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Dr. W. D. Ball, 674½ Tremont street, Boston; G. A. Darby, 219 River street, Troy, N. Y.; A. P. King, 57 Main street, Painesville, Ohio; W. S. Upson, 798 Cass avenue, Cleveland, Ohio; W. J. Pratt, 61 Main street, Painesville, Ohio; L. B. Graves, 408 Nicollet avenue, Minneapolis, Minn.

**APPOINTMENT.**—Consul for Painesville, Ohio, W. Adams P. King, 57 Main street.

### FIXTURES

- 3 August: Tricycle road race by Boston Club.
- 3 August: Annual Cyclists' camp at Harrogate, England.
- 13 August: Tournament of B. C. W. at Pittsfield, Mass.
- 27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.
- 2 and 3 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.
- 3 September: Races of Troy Club, Island Park, N. Y.
- 8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.
- 22 September: Races of Providence Club.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 52-inch Rudge Roadster, nearly new, nickel-plated, except wheels, dropped handle bars, ball bearings to both wheels; price \$75. Address C. J. STEVENS, Lock box 7, Hoosick Falls, N. Y.

**FOR SALE.**—New model 48-inch Star, all nickel but wheels, enamel, silent (two way) ratchet, cone d lever, power traps, rocking pedals, double action lever brake, Z. & S. patent star step, Kelly saddle, tools and tool bag; new two weeks ago; been run fifteen miles; condition of machine and finish warranted equal to new; no use for it. Address Box 100, Glendale, Mass.

**VICTOR TRICYCLE, NEW LAST OCTOBER,** 1884, pattern, excellent condition, with McDonnell cyclometer and bell, \$125, offers considered. E. N. BRISTOL, 29 West 23d street, New York.

**FOR SALE.**—45-inch Star, with power attachments and Durvex saddle, used but very little by an experienced rider; Price \$60. G. ERNEST NEWMAN, Drawer 42, Canton, Pa.

**FOR SALE.**—One 51-inch full-nickel (except felloe) Star, new this season, has only been used a little and is in fine order; it has rocker pedals, Hill & Tolman bell, tool-bag and tools; \$75. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 56-inch full-nickel-d. Sanspareil, with drop bar; must be sold at once, the best offer over \$70 will be accepted. GEO. W. HOWARD, Springfield, Mass.

**FOR SALE.**—One 54-inch Columbia, light roadster, with drop bar, enamel wheels, balance nickel-plated; this machine cost new \$150, and has been used only a very little, and is in excellent order; \$100 cash will buy it. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One Victor tricycle, late pattern used only a very little, just about as good as new; \$115. CHARLES WHIPPLE, Springfield, Mass.

**FOR SALE.**—One 52-inch Shadow, full-nickel except wheels, which are bronzed; this machine has ball bearings to both wheels, and cost new \$135; has been used only a very little; \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 53-inch new K. finish Columbia, light roadster. C. W. HUTCHINS, Springfield, Mass.

**FOR SALE.**—One 52-inch Special Harvard, nickel-plated and enamel as good as new; \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—51-inch Expert, full-nickel, with cow-horn handle-bar; new last season, and in fine order; \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—50-inch Royal Canadian bicycle, ball bearings to large wheel, plain to rear; bright and painted; hollow forks; a bargain; \$50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—56-inch Harvard, full-nickel except painted wheels; in fine order, and shows wear only a very little; \$80. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—New Victor tricycle, latest pattern; has never been run; \$145 cash will buy it if ordered at once. C. W. HUTCHINS, Springfield, Mass.

**FOR SALE.**—53-inch full-nickel Columbia, light roadster; been run only about 25 miles; \$137.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—A nice lot of second-hand Acme bicycle stands; expressed to any address on receipt of \$1.00. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 54-inch Matchless bicycle, nickel-plated and enamel, and in excellent order; price \$80. THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

**A LOT OF NEW SUSPENSION (\$3.00)** Hogskin Saddles for sale at \$1.25 each. THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

**ENGLISH BICYCLE, 48-INCH, FOR SALE.**—Double ball bearings to front wheel, plain to rear; backbone and fork enamel, balance bright; with tool bag and tools; in excellent order; only \$60. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—52-inch Harvard, painted black all over; good order; \$87.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Kangaroo bicycle, used only a very few times; \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Some forty pairs of second-hand pedals, price from \$1.50 to \$3. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—50-inch full-nickel British Challenge, excellent order; price \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—52-inch full-nickel American Club; cost new \$152.50; price \$95. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—54-inch Sanspareil, wheels enamel, balance nickel-plated, dropped handle-bars; been run about 100 miles; in fine order; \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—54-inch Royal Mail, with direct spokes, full-enamel; new last season, and in excellent order; a bargain; \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—50-inch full-nickel Harvard, dropped handle-bars, ball bearings to both wheels, and in good condition; \$67.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—51-inch American Star Bicycle, plain finish, Stall & Burt saddle, with tool bag and tools; in excellent order; price, \$67.50. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—54-inch Special Club, with ball bearings to both wheels, nickel-plated and painted, and in good order; price, \$67.50. THE AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR 35 cents in postage stamps THE AMERICAN BICYCLE COMPANY, Springfield, Mass., will forward to any address a pair of the Crescent Stocking Supporters, which are the best.**

**FOR SALE.**—50-inch nickel-plated and enamel Spaulding Light Roadster; cost new in May, \$132.50; exactly as good as new, as it has not been run 5 miles; price \$115. JOSEPH RAFTER, Springfield, Mass.

**FOR SALE** cheap, as I have no use for them, one pair of good second hand pedals, Hill & Tolman bell, Columbia hub lamp, and tool bag, all in good condition; will sell the lot for \$7.50. RALPH DAVIDSON, Springfield, Mass.

**FOR SALE.**—52-inch British Mail, full-nickel except felloes, ball bearings to both wheels, dropped handle-bars, Hancock tires; been run about 25 miles; cost \$150 new; will sell for \$120 cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One 54-inch American Star, full-nickel except felloes, power trap attachment, rocker pedals, Hill & Tolman bell; cost \$116; new, and has not been taken out of the crate; \$90 will buy it. FRANK LAGAN, Springfield, Mass.

**ONE** nickel Burley Adjustable Saddle, good pair of pedals, and Hill & Tolman bell; will sell all for \$6. FRANK LAGAN, Springfield, Mass.

**STOCKINGS.**—A new pair regulation Stockings, never used, post-paid for \$1.25. J. W. McNARY, Dayton, O.

**SEND \$1.00 to the AMERICAN BICYCLE COMPANY, Springfield, Mass., and receive a box of those L. A. W. cards, which are the neatest card made. Send full directions.**

**SEND \$1.00 to the AMERICAN BICYCLE COMPANY, Springfield, Mass., and receive a pair of heavy all-wool bicycle hose, sizes 9, 10, 11; the blue and black are ribbed, and the brown are plain.**

**FOR SALE.**—58-inch Royal Challenge, ball bearings, hollow fork, tool bag and tools, and bell; comparatively as good as new, having been run only about fifty miles; price \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—One Carver's Tricycle, made by James Carver, Nottingham, England, selling there for \$125; price in this country, \$180; has ball-bearings, including pedals, and is a well made and very easy running machine; bought new last month, and has not been run 25 miles; as good as new; price \$140, or will exchange it for a 50-inch or 52-inch crank machine. E. B. FOTH, Springfield, Mass.

**THE "TOURIST'S DELIGHT" DRINKING TUBE** sent by mail to any address on receipt of twenty-five cents. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**THOSE** thinking of purchasing bicycles will find it for their interest to write to the AMERICAN BICYCLE COMPANY, Springfield, Mass., and state what size and kind they require, and what they want to pay.

**EXCHANGE.**—A fine Nautilus canoe, with sails, paddles, Hatches' rudder, etc.; the above was built to order at \$145, for a bicycle, American Star preferred. Address DR. JARVIS, Oxford, Md.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**ASK FOR A**  
**Victor Bicycle**  
—AND—  
**TAKE NO OTHER.**



The customers of the late Cunningham Company, or parties intending to buy a Harvard, Yale, or Cornell, will find it to their advantage to call at or address **MURRAY'S BICYCLE AGENCY, 100 Sudbury Street, Boston, Mass.** I have procured most of the Stock of the said Company, and am ready to supply the parts and fittings of the above machines. I also keep a full line of Sundries on hand. First-class Repairing at reasonable rates.  
**JOS. S. MURRAY.**



## BICYCLES!

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**STODDARD, LOVERING & CO.,**  
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PRICE 25 CTS. T. S. MILLER & CO.  
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**BEFORE YOU BUY A BICYCLE** Of any kind, send stamp to **A. W. GUMP, Dayton, Ohio,** for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

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AGENT FOR

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Full line of Sundries. Second-hand Machines bought, sold, or taken in exchange.

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**LIQUID ENAMEL!**

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

**FACILE**  
**LUBRICATING OIL!**

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

**NOTICE.**—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price. **JULIUS WILCOX, 15 Park Place, New York.**

## GRAND BICYCLE TOURNAMENT

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

The Prizes will amount to \$500, a list of which will be printed soon.

### EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional. \$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. B. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race, for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.



## RACERS VERY LOW!

One Humber, 55-inch, Semi-racer, weight 32 lbs., just right FOR TRAINING and Racing on Common Tracks, Second-hand, but Perfect as New, cost \$150, at ..... \$50  
One ditto, 56-inch, at ..... 50

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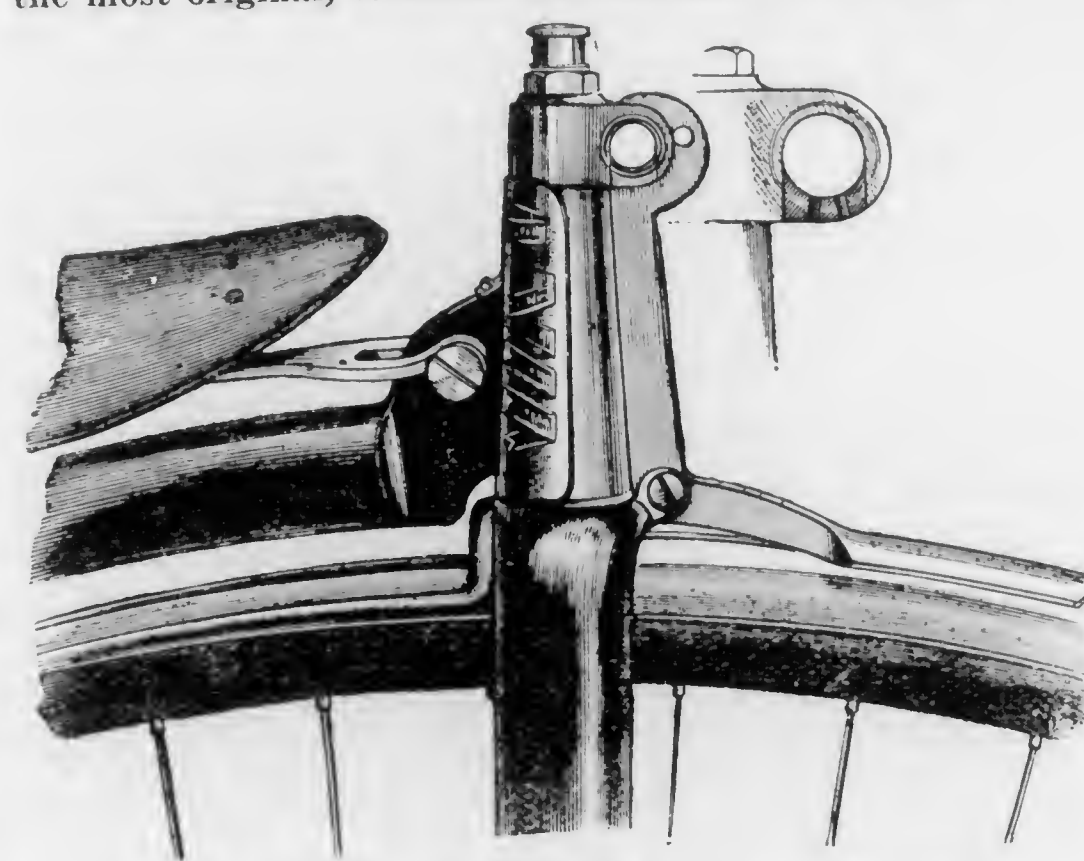
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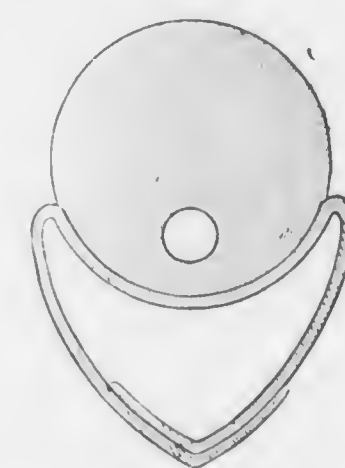
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TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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There will be no edition of this work in 1885. Fifty cents by mail.

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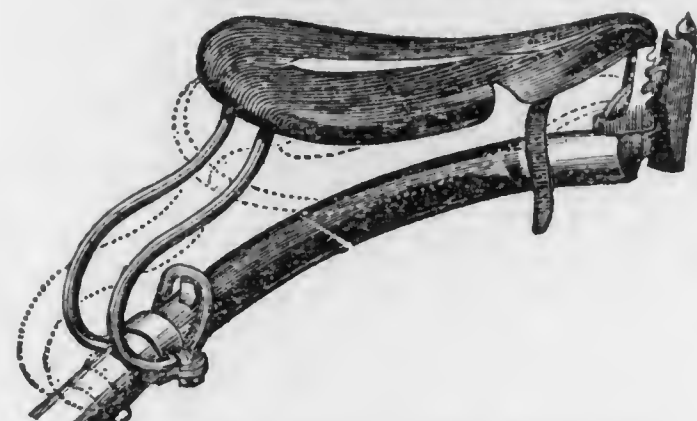
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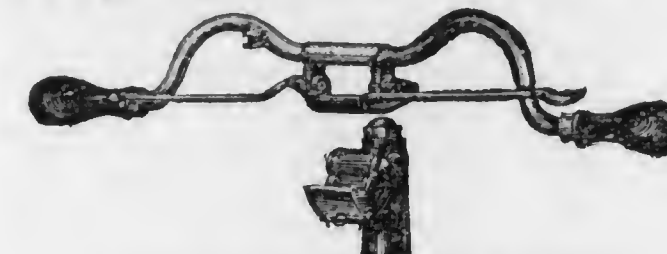
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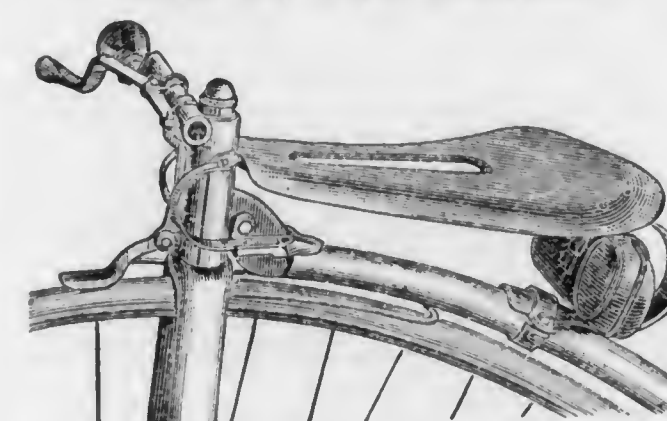
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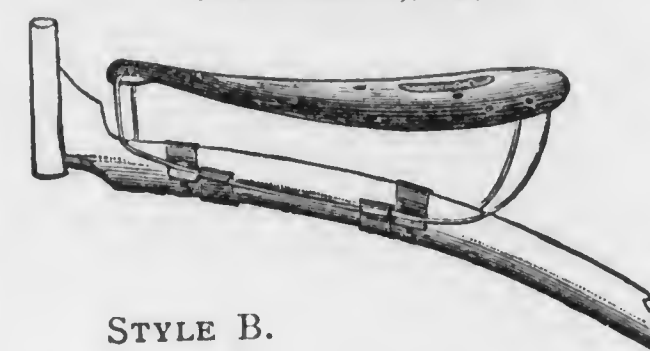
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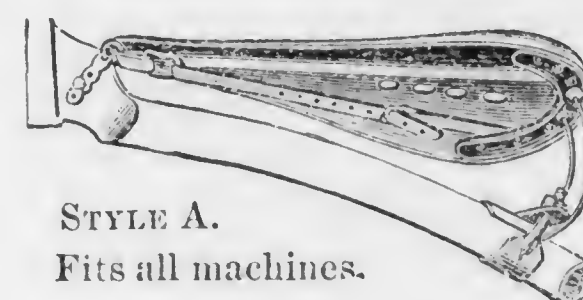
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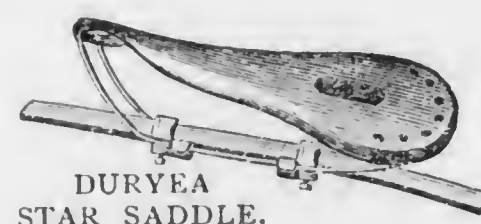


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*Of the machines ridden to the finish on*

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THE OLDEST AND BEST RIDERS HAVE RIDDEN AT MEETS AND TOURS  
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**BETTER THAN A RACING RECORD.**

**PRE-EMINENTLY PRACTICAL.**

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BOSTON, 7 AUGUST, 1885.

Volume XI.  
Number 14.

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Former Records Completely Obliterated!

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One mile Safety Bicycle Handicap; winner, F. S. Buckingham. Time, 2m. 55 3-5s. One Mile Bicycle (ordinary) Challenge Handicap; winner, F. S. Buckingham. Time, 2m. 45 3-5s.

## LONG EATON ATHLETIC CLUB SPORTS, JUNE 27.

Two Mile Safety Bicycle Handicap. Winner, A. P. Engleheart (scratch)..... Time, 6m. 2 4-5s.

## CROYDON CYCLING CLUB, CRYSTAL PALACE, JULY 1, 1885.

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*Sportsman* (July 2) says: "Engleheart took the lead after covering a lap and a half, and won anyhow."

Three Miles Bicycle (ordinary) Handicap. Winner, A. P. Engleheart (scratch)..... Time, 9m. 46s.

*Sportsman* (July 2) says: "Engleheart took the lead easily in the second mile, and won by three quarters of a lap."

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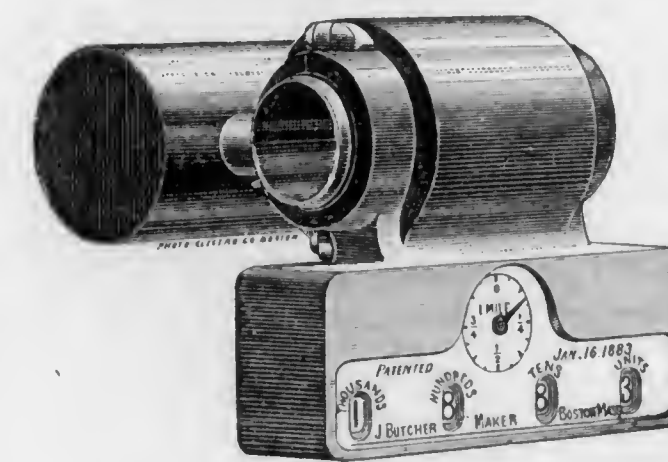
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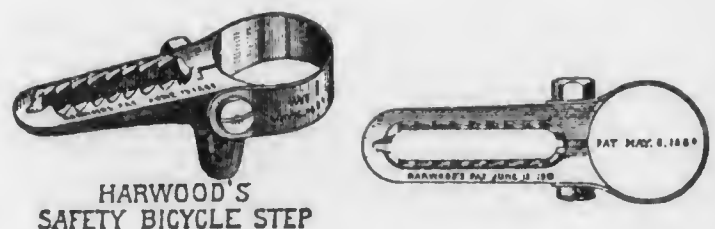
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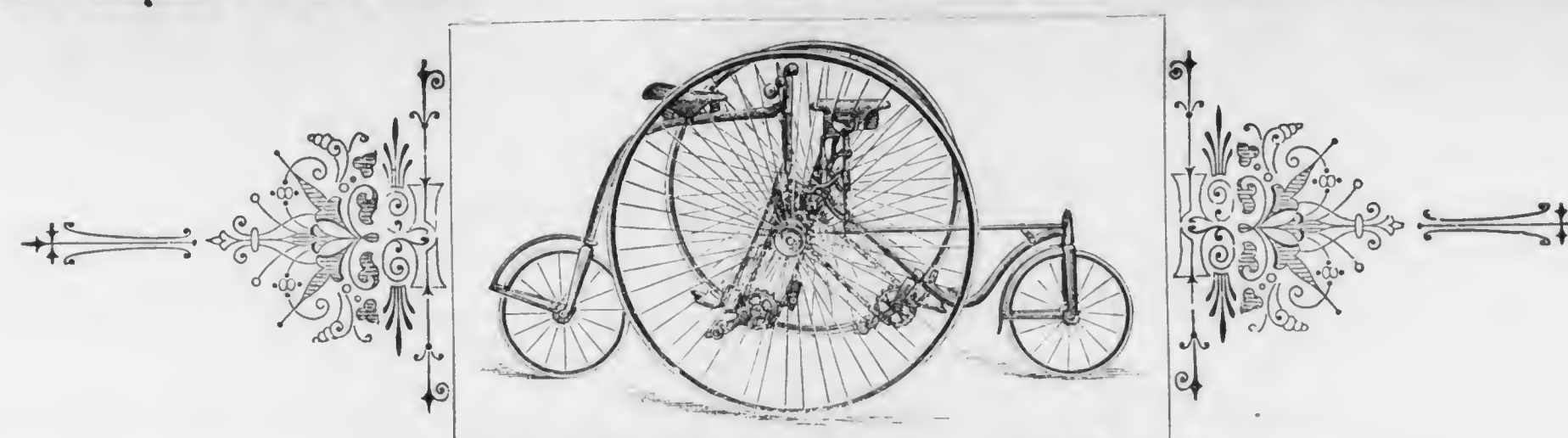
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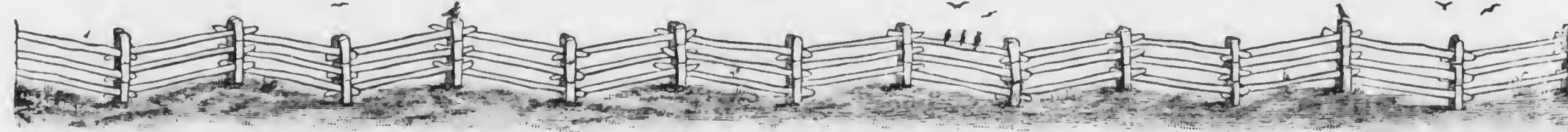


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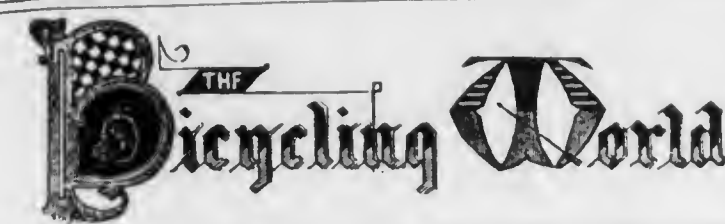
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 7 AUG., 1885.

### THE AMATEUR QUESTION.

MR. KIRKPATRICK speaks for Ohio once more in our columns, and we are glad to know that the State will be true to her ideas on the amateur question. Given the disposition to fight, and half the battle is won.

OHIO commences her campaign, but poorly, though, for her first gun is the protest of certain alleged makers' amateurs, who are charged with being professionals. The action of the Ohio men consists of a protest against Whittaker, of Boston, and Weber, of Smithville, who are said to have had their expenses paid by certain manufacturers or dealers. If they should prove their charges, these men would not have violated the amateur rule, for there is nothing in that rule

which prohibits a man receiving money for his expenses.

BUT no proof is submitted. The protest goes in to the Racing Board on the bare statement of those who protest. To offset this comes a written statement from Whittaker, and one from his employers, denying the charges. A similar protest, unfortified by evidence, has been sent in from Scranton, Penn.

This is not the way to go to work, gentlemen, and you will have your labor for your pains so long as you follow this course. A maker's amateur cannot be made a professional for receiving his expenses under any rule now on the books of the League, or of the athletic associations.

THE "maker's amateur" question has been before the English cyclists for many months. Every attempt to break up the thing has been thwarted by the riders, who are in the service of manufacturers, and no tangible results in the direction of reform have yet been shown.

THE victories of Farnival and Gatehouse in the one, and twenty-five mile tricycle championships, respectively, of Great Britain, should gladden the hearts of every true amateur the world over. For the first time this year, riders who are not subsidized by the dealers have carried off national championship honors. It is stated that one champion received \$250.00 for winning a race, and that another is paid \$50 for every record broken. It is very certain that something substantial induced Webber, who has just lowered the English mile record to 2.39<sup>3</sup>/<sub>5</sub> to give up his "genuine Humber," and ride one sold by Marriott & Cooper.

IN America the evil is less only because the number of makers is smaller. It exists with us in a smaller degree. We do not believe our riders receive money for winning races; but we are well aware that the best racing men never buy a wheel, and never pay railroad and hotel bills, and it is only a question of time when they will take money.

WE can rid ourselves of this evil easily enough if the race promoters will but lend us their aid. The Racing Board has put the remedy into the hands of those who get up tournaments, and if there is

a disposition to crush out the evil it can easily be done.

WE will point the way. Let us see if Ohio and Connecticut will follow it.

AMONG the racing rules is the following:—

RULE 22. Clubs may reserve the right to reject any or all entries, except entries to championships' run under their auspices.

THE "makers' amateurs" are well known, and no tournament need include them if the managers will take advantage of Rule 22. Philadelphia did it last year and gave us a purely amateur race meeting. Not one of the makers' men nor the English visitors was allowed to enter the races at Philadelphia.

IF Ohio had rejected the entries of the two men she protested they could not have raced, and her object would have been accomplished; but she did not reject them, in fact she received one of them and accepted it a week after the date set for closing the entries.

THE last clause of the rule may seem to stand in the way of a complete employment of it in the interest of the amateur idea. The clause is harmless, and was put there to prevent a club from shutting out the champion of one year from the contest of the succeeding year for any cause arising from sectional jealousy, or the desire to limit the championship to the racers of a locality. We believe the Racing Board will sustain any club that will refuse to accept the entry of a man for a championship, on the ground that he is a maker's amateur.

THERE are several large tournaments to take place the coming fall. They can rid their path from makers' amateurs if they will employ Rule 22. Will they do it? Ohio is first in the line.

WE are well aware that the barring of "makers' amateurs" will take all the "go" out of the tournaments, and the promoters of them will have a very little glory and a very large debt if they undertake to pursue this course; but they will have a purely amateur affair, and that is what the League desires to see. A few months after these so-called amateurs find themselves shut out from amateur



racers, we will see them in the professional ranks where they belong. Then let the League take the stigma away from professionalism, regulate professional races, admit professionals to the League, and we will see races run as they should be, and without the humbug that obtains to-day.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Thomas Stevens.

*Editor Bicycling World:*—It is not always the dignified course to notice unkindly slurs in newspapers made under cover of a *nom de plume*; at times, however, when fact is wilfully perverted, and the matter seems more of an attack than a slur, it is necessary to correct misstatement and error. "London W." in his notes to the *WORLD*, of 24 July, page 286, states that Thomas Stevens, the *Outing* representative, who is mentioned as "a cross between a cyclist and pedestrian," did not please Englishmen much, and in fact only a few showed him any attention at all. The writer, who considers him personally not charming or attractive, says, that "as an advertisement, he received about as much attention as the hand-bill you throw into the gutter." etc.

Here is the very courteous opinion of a late editor of an American cycling journal concerning the representative of an American magazine, published in the same city; the opinion of a man, evidently, who has not the courage to publish his mean flings over his own name.

Now, *per contra*, let us see what a whole-souled Englishman, and a widely-known cycling authority, Mr. A. J. Wilson ("Faed") has to say upon this subject: In letters received at the time of Mr. S.'s visit to Great Britain, this gentleman (A. J. W.) writes that Stevens made a very favorable impression, not only with English wheelmen, but with the cycling press generally, through his "quiet and unpretentious bearing." He had escort everywhere, some twenty-six members of the Anfield Club, besides other clubs, accompanying him out of Liverpool when he left that city.

At the annual meet of tricyclers, which occurred during his short stay in England, Mr. Stevens "was quite the centre of attraction," so much so that a large number of prominent wheelmen came to Mr. Wilson for introduction to him: and not only had he escort to and from the larger cities, but a number of tricyclers accompanied him to the coast, remaining with him until the moment of departure by steamer for Dieppe. Again Mr. Wilson says: "Stevens's enterprise is looked

upon as very hazardous indeed in England; but admiration is universal for the pluck and determination which he evidently possesses, and he has left behind him here nothing but good will, and hopes for the successful accomplishment of his undertaking."

Stevens's private letters at the time contained the pleasantest words for his English friends, and the treatment he has received at their hands. And with the clippings from all the cycling journals, available as matters of reference, "London W.'s" unkind words have no force whatever.

In simple justice to Mr. Stevens, whose qualities, as a man, have compelled the admiration and esteem of all who have come in contact with him, and of which I can speak personally, I trust you will give this an early consideration in the columns of the *WORLD*.

CHARLES RICHARDS DODGE.

### Will the Law be Lived Up to?

*Editor Bicycling World:*—This query is raised, editorially, in last week's *WORLD*. Ohio is also singled out in such a manner as to call on me for a reply.

As for our announcement that our prizes at our State meet races were the handsomest ever used in this country, we continue the statement with pride. We do not say they are the most expensive ever used in this country. The fact is, they were the cheapest set of forty-two medals ever used in the West, at least. They are the handsomest in design and finish ever used in this country, and we are proud to say that they were designed and made by an Ohio man. I cannot see that we are bidding for professionals or paid amateurs because we dwell upon the beauty of our prizes.

As for the Cleveland Club meet in August, they say "purses and prizes," because they have professional races, along with races for amateurs. We cannot understand why, because we introduce an occasional professional race, we should be regarded as untrue to our ideas of amateurs only in the L. A. W. We draw the line sharply and distinctly between the two classes of riders.

We spoke clearly and positively for Ohio, at Buffalo, for a League for amateurs only, and Ohio backs up her officers, and means to enforce this law rigidly. That we mean to do it, and have the backbone to do it, is shown by the fact that, at our meet here last week, we protested Whittaker, of Boston, and Weber, of Smithville, N. J., as makers' amateurs. This protest is now in the hands of the Racing Board, and we trust they will have the backbone to live up to the ruling, as well as Ohio.

We do not mean to let it rest here. We propose to "lay for" every paid racer who comes into the State, and protest him, and if sufficient evidence is drawn out, bounce him over the wall into the professional gehenna. We are for a League for amateurs only, first, last, and

always, and heartily indorse and support the new rule in its every detail.

T. J. KIRKPATRICK,  
Chief Consul, Ohio.

### A Lady's Ride.

*Editor Bicycling World:*—Among the wonderful feats connected with our favorite sport, the one I am about to relate is surely worthy of permanent record in your paper. A young lady, eighteen years old, who had never before been on a crank wheel or a Star, mounted a bicycle with assistance, and then rode one mile and a sixteenth as shown by the Butcher cyclometer attached, without a dismount or accident of any kind. A friend and myself saw the entire performance, and can vouch for the truth of the statement.

What does the *WORLD* think of this as an instance of courage and skill in a lady?

SMILAX.

PHILADELPHIA, PA., 1 August, 1885.

### Lanterns and Oils.

*Editor Bicycling World:*—I read an editorial not long ago in your paper, on the subject of lanterns, and thought that perhaps some recent experiments of mine with lanterns, and burning fluids for same, might be of interest and value to some of your readers. My experience would prompt me to make one statement in advance. A wheelman who wishes to indulge in night riding, and has roads that are fit to ride on at night, has no time to fool away on a poor lantern. The very best is none too good. A friend of mine living eight miles from town, some time ago, bought an ordinary bicycle hub lantern, to use in riding home after night. He ran over a cow the first trip. Last fall I purchased one of the Pope Manufacturing Co.'s many's Evening Star hub lanterns, which I have used on a number of occasions, with safety. Being hung on nicely adjusted springs, it has never yet jarred out or blown out. In using it I have followed the instructions of the makers, and until yesterday have used only sperm oil, avoiding (as per printed instructions) the use of anything of the nature of coal oil. My experience with sperm has not been entirely satisfactory. It does not give a very brilliant light, and seems to soon char the wick so that a dismount and trimming of the lamp is necessary at short intervals. These objections led me to make an experiment with what is known as "signal oil;" though used on locomotive headlights, it is *not* what is known as "headlight" oil, and I will give you the result of my experiment. I lighted my lamp, and rode from Fort Wayne to Maysville and return, a distance of thirty-one miles, without a dismount, in three hours and ten minutes. The light given was fully twice as brilliant as that afforded by sperm, and when I dismounted at home, I found that

my light was burning as brightly and as clearly as when I started. The wick had not charred in the least, and the flame had not smoked the interior of the lantern a particle.

I would now make a few suggestions to those who have had no experience as yet in riding with a lantern.

1. Buy the best or none.
2. Don't attempt to ride on poor roads, or roads that you are not thoroughly acquainted with.
3. Refrain from coasting anywhere.
4. Do not start out with stale oil or an old wick; both should be fresh.
5. Use "signal oil." It is the best, and almost as cheap as water.
6. I do not believe there is a better bicycle lantern than the "Evening Star." It will burn fully four hours when filled with "signal oil."

The last may sound like gratuitous advertising, but I have no interest, except to put riders on to a lantern and an oil which my experience has led me to believe, are excelled by none.

DON QUIXOTE.

FORT WAYNE, IND., 29 July, 1885.

### A Drink of Water.

*Editor Bicycling World:*—Will you kindly find room in your columns for the following statement of *facts* concerning an article in yours of the 24th ultimo?

The facts in the case are these: When about twenty-five miles of the fifty-mile road race of the Dorchester Bicycle Club had been run, "One of Rowe's friends" met him and handed him a tin pail of water from which to wet his sponge. Mr. Rowe did *not* drink from the pail. Rowe's pace maker took a long drink from the pail. Whittaker and his pace maker wished some of the water. They were refused, simply because the water was needed for Whitten, who also was under the care of Rowe's friends, and who at this point was less than two minutes behind. None of the water was thrown away, *not a drop*, all being used upon Whitten. Whittaker and Hunter were also told at the time the reason of their being refused the water, and told that but for this fact they might have the water. The above are the *facts* in the case, and your article in your issue of the 24th, is entirely misleading in its nature.

THE PERSON ACCUSED.

### 211½ Miles in 24 Hours, by L. D. Munger of Detroit, Mich.

THE record put up by the Lawrence boys in Oct. 1883, has at last been topped. Every precaution was taken to record the distance and check the rider. Pace-makers accompanied him the whole distance and he was never alone. L. D. Munger is captain of the Detroit Bicycle Club and has won some fame lately by his plucky riding in races and on the road. He is 23 years of age and weighs 160 pounds. He had been in training for the

attempt several days before he started. His training consisted of riding thirty or forty miles a day and sleeping all he could. Friday afternoon he considered himself in condition, and at four o'clock started from in front of W. B. Everett & Co's store on Warren avenue.

A route of 192 miles had been laid out, so that he would not ride more than twice over the same roads, but recent repairs of the roads about Brockton made them unridable, and he was forced to repeat his ride over the course of the Dorchester club's fifty-mile race. Taken as a whole, the roads he traversed were very good; but in some places, especially through Essex County, rough and sandy stretches were found. Rain descended during his ride from Lynn to Rowley, which of course delayed him considerably.

At the start he was accompanied by Gideon Haynes, Jr., who rode with him over the usual route by the reservoir and through the Newtons to Framingham, distance 21½ miles. They arrived there at 6 05 P. M., and continuing on without stop, reached South Natick at 6.40 o'clock. A stop of thirty minutes was made at Bailey's Hotel for supper and a rub down. Mounting again they rode to Salem, reaching there at 11.10, the cyclometer registering 65½ miles. W. B. Everett met them there and relieved Haynes as pace-maker. Munger consumed ten minutes there in disposing of a large piece of cold beef and getting rubbed down with sweet oil.

It was now raining hard, and so dark that it was with difficulty they could see the road, and a slow pace was necessarily maintained. They once lost the road and spent half an hour wandering around in the sands of Wenham before they found it again. Newburyport was reached at 2.30 A. M., the cyclometer registering 92½ miles. A two-minute stop was made there to mail a postal card and then the return ride commenced for Salem.

The Newburyport post card has on the address side "Finder please mail." It seems that there was no store open and no box near and the card was put under the door of a grocery store. The finder mailed it.

Riding was even now harder than before, for a heavy white mist was rising from the marshes, which soaked the rider's clothing and made it impossible to distinguish objects ten feet distant. At about 5 o'clock, when a half a dozen miles from Salem, Munger had some trouble with his stomach, and badly wanted something to eat. A visit to several farmhouses was made without success, but at last a house was found where they obtained a quart of milk and a couple of huge slices of graham bread. Munger ate one of the slices of bread, drank the milk, and taking the other slice in his hand, munched it as he rode along. Salem was reached at 5.40 o'clock and a good beefsteak breakfast enjoyed. Another rub down with sweet oil was

given him, and at 6.15 o'clock they started off again, Haynes now setting the pace.

Munger's intention at the start was that he would endeavor to keep an average pace of ten miles an hour; but the riding had been so hard through the night that a little less than nine miles had been netted.

The same course as that of the night before was followed back to South Natick where they arrived at 9.40 with the cyclometer registering 153 miles. A fifteen-minute stop was made there for a rub down with alcohol, and then under the guidance of W. F. Pope, he started off for Brockton. The pace was now a rapid one, nearly twelve miles an hour, Munger riding with ease and feeling in splendid condition. They rode over the course of the Dorchester club and then headed direct for Brockton, but at South Braintree found the roads unridable and retraced their course.

When they reached Milton Lower Mills they had just thirty-five minutes to spare before 4 o'clock; so they decided to ride directly for the city. Munger set out at a great pace, and soon left his guide far behind. On Chester Park extension he was met by W. B. Everett, who rode with him to the finish, which was on Harrison avenue, corner of Newton street.

The greatest care was taken regarding the measurement of distances, and checking the time so that there might be no controversy regarding the correctness of the record made. The distance was measured by a Butcher cyclometer, which had previously been tested at the machine shop of the Butcher Cyclometer Co., and over roads between points where the distance is known. Postals were mailed by Munger from all the towns passed through to this office, and they substantiate the presence of Munger in each. He reached the starting point at 4.09 in good condition and able to ride much longer. There is little doubt but that Munger rode farther than he is credited with, for the damp atmosphere swelled the bearings to his cyclometer and it was found to be turning over without registering several times. He rode the 54 Apollo bicycle which he used in the Big Four road race.

### From a Feminine Point of View.

ONE cannot expect to be a reservoir, filled with the water of thought and ideas, to give forth as it is required, for few can attain so desirable a mental condition. I am content to be like the sponge. I will yield liberally, but I must first be filled.

I HAVE been reading in an English society paper, some excellent advice on hill-climbing, and I shall draw my inspiration from this source for my letter this week.



SOME few weeks ago, I gave a few hints in the direction drawn from my own experience. I don't know that they were valuable. They serve me and may have served others. In any event, a consideration of the views of another will not be time spent in vain. Hill climbing is a phase of tricycling, the difficulties of which are greatly overrated. Still, there is a great satisfaction on arriving at the top of a hill on the machine, instead of behind it.

THE author divides the hills into three classes. No. 1, the long, steep hills, with a steeper bit at the top, like Corey Hill. No. 2, the short, steep rises, such as are formed when the road is carried over a railroad, as is often done in Cambridge and Somerville. No. 3, the long, gradual ascents, sometimes extending for a mile or more, like Milton or Wellesley Hills, for instance. Each of these various hills has to be taken in a different manner, in order that it may be ascended with the maximum of ease and the minimum of labor. To try and take No. 1 in the same way as No. 2 would be ridiculous; momentum and rider would both be exhausted.

(1) To ascend a hill steep all along and steeper at the top, provision must be made for the final severer rise. The pace should be slow, keeping a straight course and pulling slightly at the handles, but reserving the strength for the bit at the top. Position is a matter of great dispute, some asserting that the body should be bent forward over the front wheel while others advocate sitting in an erect position. A great deal depends on the machine and the amount of weight on the front wheel. In a perfectly vertical machine of the front steering type, a slight bend forward places sufficient weight on the wheel; but where the weight is placed more over the axle of the driving wheels, and only just enough to insure accurate steering on the front wheel, then pulling at the front handles has a tendency to lift the guiding wheel off the ground. Assuming that a little stooping is necessary, yet it is no help, but positively injurious, to adopt the doubled up style affected by some riders. It is very unsightly, and checks the proper exercise of the lungs, and if unsightly in a man, it is ten times more so in a woman.

(2) To take a short, steep rise, there is nothing to be gained by going slowly. The best way is to make a dash from falling ground, if any, and pulling strongly at the handles as a fulcrum for the downward thrust of the leg, fly up as fast as is possible. Bending forward may give a little additional impetus, but it looks very much better for a lady rider to go up with a straight back. The less exertion perceptible the better. The prehensile powers of the foot should be utilized, and the powerful muscles of the

calf employed, by free use of the ankle. Thus the dead point, that bugbear of novices, is overcome to a certain extent. Besides, the continuous motion prevents the sudden strains on chain and cranks caused by a jerking action.

(3) For long, gradual hills, it is best to sit upright, and without jerking, tread evenly, but with as little exertion as possible. "Spiriting" should be avoided. A steady up-and-down action will be most effective, and it is best to reserve the great ankle power till it is really needed.

OFTEN, in the case of a novice riding a hill, by the want of strength, or experience, the machine refuses to advance, and runs backward. This is an unpleasant predicament, and can be met in two ways, — either by applying the brake and then getting off, or by turning the steering handle and letting the machine run back until it is at right angles to the road. In using the brake it is necessary to bend well forward, or else the machine will drop back on its tilt-rods, and may capsize backward. In the other method, also, the rider should counteract the disposition of the machine to "rear" in the same way, inclining her body over the inside wheel of the turn; that is, supposing the steering wheel is turned toward the left, the machine will run back to the left side, and the body should therefore be inclined over the left-hand wheel. This movement is most useful, and should be practised by every rider on the flat and on rising ground, so that they may feel quite as much at home when going backwards as forwards. I have escaped danger many times by this back turn.

EXCUSE me now, for I am in the midst of preparations for a turn. I suggested a ladies' tour some few weeks ago, and I have not let the matter stop at a suggestion, for the tour is all organized, and is about to start. I will give you an account of what we have done up to the time of writing next week. DAISIE.

#### CYCLISTS' TOURING CLUB

In accordance with a motion passed at the annual business meeting of the American division of the Cyclists' Touring Club, held at Cleveland, O., on 18 May, 1885, Chief Consul Weston has appointed the following gentlemen a committee on amendment of the by-laws of the C. T. C., as far as applicable to this division: —

Messrs. W. V. Gilman, C. H. Potter, Abbot Bassett, F. A. Jackson, Geo. E. Bittinger, L. W. Conkling, F. A. Pratt, S. T. Clark, W. M. Brewster, Dr. A. G. Coleman, L. H. Johnson, Alfred Ely, F. S. Harris, A. G. Carpenter, B. K. Miller, Jr., C. P. Wassung.

A meeting of this committee will be held at the Massasoit House, Springfield,

Mass., on Wednesday, 9 September, at 10 A. M.

The annual tour of the American division will be held in the vicinity of Philadelphia, Pa., some time in September. The details and date of this tour will be announced in the next issue of the BICYCLING WORLD, and all members of the C. T. C. in this division are earnestly requested to make an effort to join us, as the occasion will be one of great interest and pleasure.

The headquarters of the officials of this division will be at the Massasoit House during the Springfield tournament, where they will be very happy to meet all the members who may find it convenient to call on them and renew old friendships.

#### League Committees 1885-6.

##### MEMBERSHIP COMMITTEE.

Chairman, Ed. F. Hill, Peekskill, N. Y.  
G. Carleton Brown, Elizabeth, N. J.  
J. R. Dunn, Massillon, O.

##### RACING BOARD.

Chairman, Abbot Bassett, Boston, Mass.  
Fred. T. Sholes, Cleveland, O.  
Ewing L. Miller, Philadelphia, Pa.  
J. O. Blake, Chicago, Ill.  
Henry E. Duckert, Springfield, Mass.

##### RIGHTS AND PRIVILEGES.

Chairman, Charles E. Pratt, Boston, Mass.  
John C. Gulick, New York.  
Stephen Terry, Hartford, Conn.

##### RULES AND REGULATIONS.

Chairman, E. M. Aaron, Philadelphia, Pa.  
W. I. Harris, Boston, Mass.  
C. K. Alley, Buffalo, N. Y.

##### TRANSPORTATION.

Chairman, B. B. Ayers, Chicago, Ill.  
George R. Bidwell, New York.  
W. S. Bull, Buffalo, N. Y.  
Other appointments to be suggested by chairman of this committee.

#### EXOTICS

THE 50-mile English amateur championship was run at the London Crystal Palace, 18 July, and won by R. H. English, by forty yards, from G. Gatehouse, in 2.45.13½. The records from twenty-nine to thirty-eight miles were broken. Twenty miles were ridden by English in 1.2.47½, and thirty-seven miles one hundred and fifty-five yards in two hours. The new records made are as follows: —

29 miles...	1.31.05	....English.
30 " .....	1.35.21½	....F. J. Nicolas.
31 " .....	1.38.47½	....English.
32 " .....	1.41.11	....English.
33 " .....	1.45.43½	....English.
34 " .....	1.49.10	....English.
35 " .....	1.52.32½	....English.
36 " .....	1.56.02	....Gatehouse.
37 " .....	1.59.43	....English.
38 " .....	2. 3.21½	....English.

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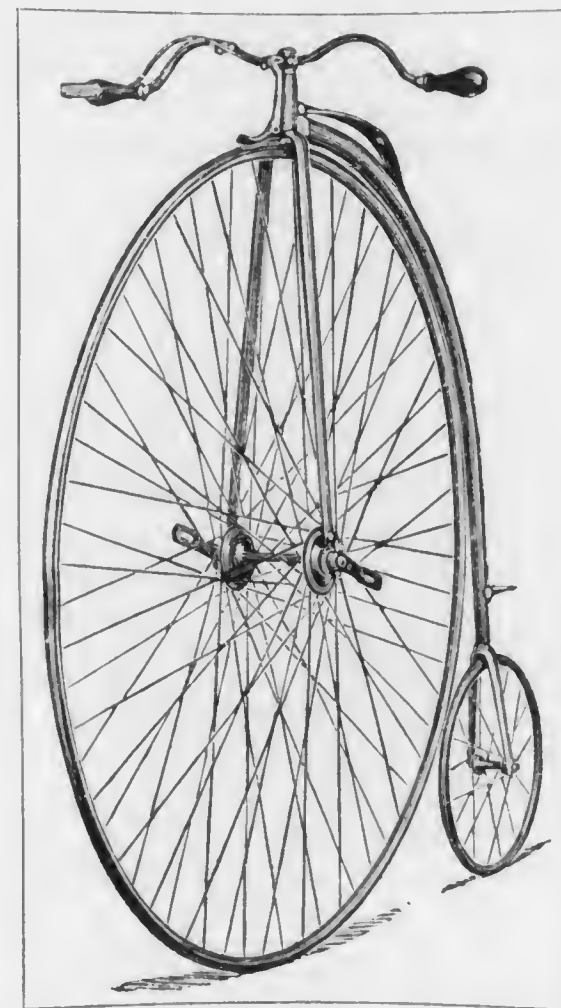
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 " Back, solid steel adjustable ball.  
 FORK — Front, new elliptic, hollow.  
 " Back, half hollow.  
 BACKBONE — Oval steel.  
 HUBS — New pattern steel flanges.  
 SPOKES — New pattern steel tangent spokes (or direct).  
 FELLOES — Steel, hollow.  
 TIRES —  $\frac{3}{8}$ -inch front and  $\frac{3}{4}$ -inch back, red rubber.

CRANKS — Detachable.  
 HANDLE-BAR — Steel, hollow, cowhorn.  
 HANDLES — Vulcanite, large.  
 SPRING — Low, sliding.  
 SADDLE — Long-distance "Eclipse."  
 PEDALS — Ball bearing, non-slipping rubbers (or rat-trap, if preferred).  
 BACK WHEEL —  $17\frac{1}{2}$  inch.  
 FINISH — All bright parts plated, the remainder enamelled.

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At the Ayleston Road Grounds, Leicester, England, 18 July, the 25-mile professional championship was run. The trophy, a magnificent silver belt, valued at £30, must be won thrice to become property. Battensby won it twice, and in May last Wood secured it. Howell cut a moderate pace for ten miles, and the race was monotonous up to the twenty-fourth mile. Entering the last mile, Wood spurred to the front, with Howell at his heels, and directly afterward the last named rushed ahead in order to secure the inside berth. Entering the final lap, the champion was clearly in front of Wood, Lees being third, Battensby fourth, and Birt and Hawker close up. Ascending the hill, Howell, drew away with a four lengths' advantage, which he held until nearing the turn on the straight, when Wood, by a splendid effort, began to close up. A magnificent race along the straight followed, Wood securing the verdict by a few inches. Battensby was third, ten yards in the rear, while Lees was three yards in front of Birt for fourth position. Time, 1.26.18.

The employees of Iliffe & Son had a "Wayzgoose," 18 July. A "Wayzgoose," would appear to be a picnic.

A 48-inch Xtraordinary bicycle, silver-plated, ivory handles, etc., has recently been supplied to H. R. H. Prince Alphonso, of Portugal.

The Bohemian Cycling Club, confined to the theatrical profession, has just been formed in London, England, with a membership of thirty ladies and gentlemen.

HARRY ETHERINGTON's party will sail for America 18 August, per steamer "City of Richmond," arriving at New York in time to do Coney Island and see the elephant; also to visit Niagara Falls before the races at Hartford. Between Hartford and Springfield dates the party will visit Mount Washington. The return will be made 12 September. Those who cannot leave 18 August, will sail 25 August.

WEBBER and English have been downed by P. Furnival. At Alexandria Park, 23 July, in a three-mile race the men finished in the following order: P. Furnival (1), 8.34; R. H. English (2), M. Webber (3), H. A. Speechly (4).

JOHN NICHOLSON ran over a blind mule while attending the Omaha (Neb.) races. . . . Bob Neilson's autograph album contains the names of four of the present champions of Canada. . . . The members of the Chicago bicycle track association are considerably out of pocket by the late races, but we hope to see them prove true blue and come up smiling for another big meeting. . . . Orville Anderson, chief consul for Kentucky, is getting up a new saddle. A combination of the Club rubber spring, and the Duryea, will form an important part of the saddle. . . . Woodside, speaking of Brooks' alleged records, says there is only one stop watch in all Blossburg, the rest being Waterburys. — *Sporting Journal*.

### A One-Legged Bicycle Rider.

ERNI CROCKETT passed through this town on Tuesday, en route for Newburyport, by bicycle. Crockett has but one leg, and is probably the only man in the country with but one limb who has mastered the bicycle. The writer is well acquainted with him, as he was for many years a resident of Newburyport, most of his boyhood and youth having been spent in that city. He was the son of William E. Crockett, once a prosperous farmer, and he lost his leg when quite young. This did not prevent his engaging in the work of the farm, and but very few men could work by his side and keep up with him in the quantity of labor performed. At one time he used a wooden leg, but discarded it, preferring a crutch. He was always prominent with other young men in promoting athletic sport of any kind, and so proficient did he become upon the horizontal bar and trapeze, that he was engaged by a circus and made an extensive trip, under the cognomen of Signor Erni. He is especially strong in the arms, and his remaining leg has probably as much strength as exists in the two of the ordinary man. At the time of the roller skating craze, Crockett took to that pastime, and is able to give an excellent exhibition upon one skate. This latest feat of riding a bicycle thirty miles is only another proof of the indomitable courage which has always characterized him. — *Ipswich Chronicle*.

### Notes by the Way.

GIVE me entertainment and blow the expense. The average man likes to be entertained. Without something to drive him away from himself he grows morbid and melancholy. That's why they say "poor company is better than none." Poor company diverts the mind. I don't take much stock in the adage, and I could preach a long sermon on the other side of that question; but it suits my convenience to remain on this side just now, and so we will consider that poor company is better than none.

POOR company diverts the mind and entertains: it gives a man something to do, if it be no more than inventing epithets to employ against the bore.

I MADE a short tour into the country the other day in company with an entertaining companion. I travelled all the way from Boston to Salem in the society of a fly.

I FOUND him in the morning in my coffee. I rescued him from a liquid grave and laid him gently on the tablecloth. I'll swear I saw him nod his head as a "thank you," and he put on a sort of an I'll-be-your-friend-for-life look. I am aware that many men take their liquid refreshment with a fly in it, but a fly in coffee is not to my taste.

No man can be wholly solitary and unfriended so long as the festive and familiar fly is at liberty to call on him. The fly is probably the most sociable and genial of God's creatures. He is gifted with a degree of assurance which would put to blush the most energetic book-casser, or the most voluble insurance agent. He never waits for an introduction, and puts himself on the easiest terms without having the advantage of a previous acquaintance. The diffident bug and the bustling ant will beat a hasty retreat on the slightest intimation that his presence is unwelcome; but the impudent fly never knows when he is snubbed.

MY fly was an honor to his species. He possessed all the vices and virtues of his race, and he gave me diversion and entertainment for many hours. He took his station on the top of my brake spoon, and when he was not actively a-wing, there he sat, looking at me with loving smiles.

GOING out over the milldam he was in the air. I saw him dancing along the telegraph wires, darting at a pedestrian or a horse here and there and skilfully avoiding the deadly blow of a fist and the paralyzing flirt of a tail.

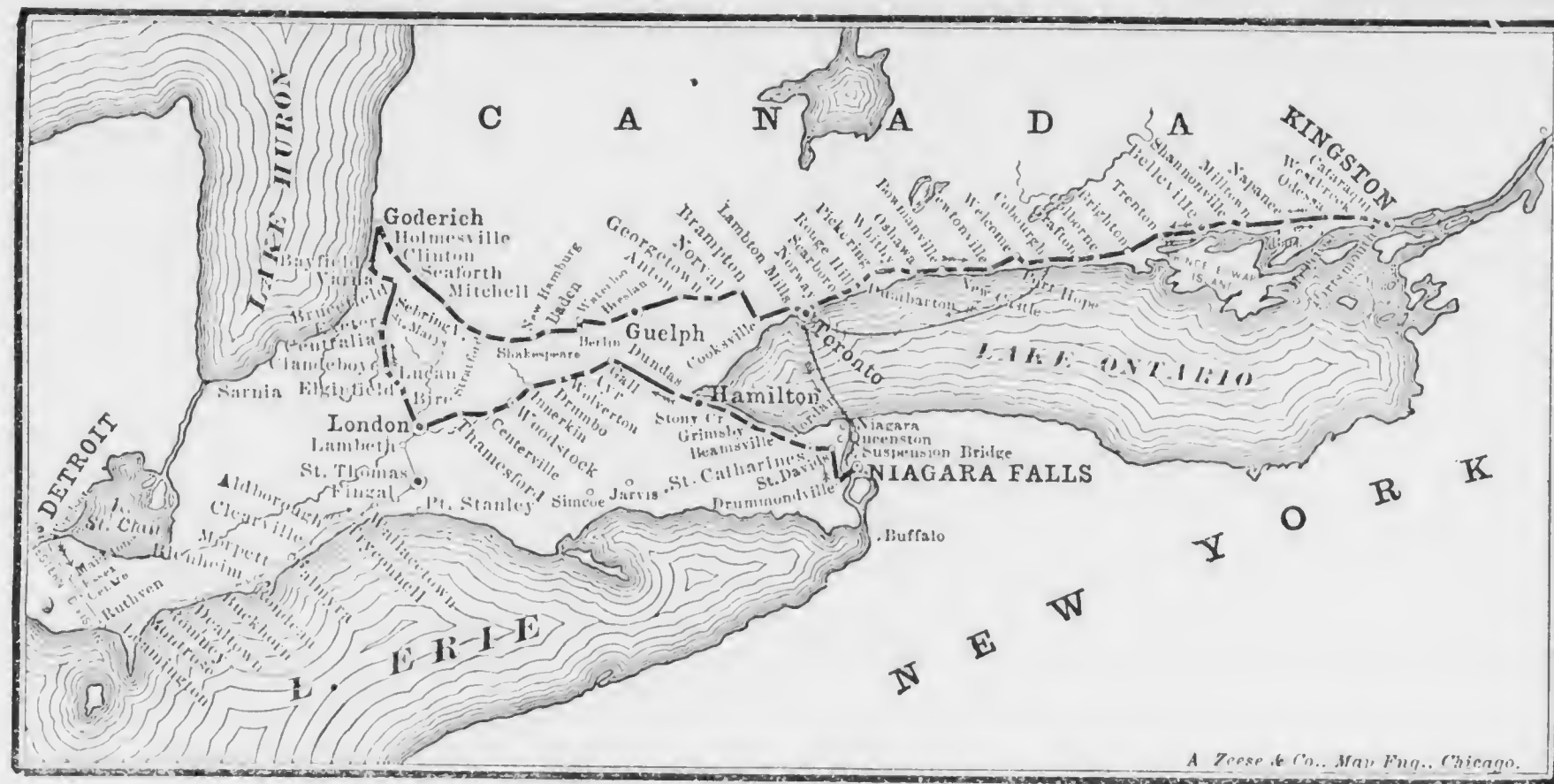
WHEN I stopped at Allston to quench my thirst, there sat Mr. Fly on the edge of the dipper, as the cooling water found my throat. That he felt a keen and a lively interest in my doings, there was no disputing.

THE world does not like the average fly. His familiarity may breed contempt; but he seems entirely unconscious of the fact that he is an object of dislike, and persists in making himself at home, even when his host shows a very ill-mannered aversion to his company.

BUT the effect upon me was radically different from that generally experienced. I began to love my fly. Love begets love, you know, and when I saw the affection this little fellow had for me my heart had to go out to him in return. I could n't stroke him on the back, nor cuddle him; but I gave him a deal of encouragement and allowed him to light on the back of my neck, or the tip of my nose with impunity.

HE was my constant companion to my journey's end. He gave me no end of diversion along the route by his antics and his mischievous tricks upon travelers. When I stopped for a draught I did n't have to call for a fly in it, for there was my especial fly on the upper edge of the tumbler grinning and winking at me like all possessed. There is more fun stored up in one fly than in a cartload of monkeys.





MAP SHOWING ROUTE OF CLERICAL WHEELMEN'S TRIP.

I DON'T believe we appreciate the fly. Though he is generally unbeloved by the human race, he has an imperishable and indestructible regard for all its members. He has no malice, and is only possessed by an uncontrollable desire to be on terms of friendly familiarity; but he finds himself often turned out of doors, and not unfrequently is an unkind blow directed at him, which he escapes only by his marvellous agility.

I DINED at the Boscobel, and Ahasuerus dined with me. That's what I called him. He deserved a name, and so I gave him the first one that came to my mind. He proved as lively at table as a travelling companion. He went from dish to dish with wonderful avidity, and he tasted and sipped without a grumble of criticism. Nothing was too good for him, and nothing caused a revolt in his stomach. I don't believe he ever suffered from dyspepsia in his life.

BUT the best of friends must part, and so was I forced to from my beloved Ahasuerus. Pity it was that so delightful an acquaintance should end with a tragedy.

I DOUBT if flies ever die a natural death. They are crushed and mutilated; they are taken off by poison and a thousand accidents, but they never fall by wasting disease, and know not the tortures of a fevered brow or the gripping pains of a pampered stomach.

My friend came to his death by accident. He was practising a back somersault on my tire, when he fell to the ground and was crushed.

HAPLESS fly! Yours was but the fate

of all your fellows, for you are unappreciated and unloved. In your short life you have entered the palaces of the great and the hovels of the humble; you have visited the sick and the imprisoned; the sanctuaries of religion and the abodes of vice and sin. Everywhere you have sought to be a companion and a friend, and everywhere your feelings have been lacerated by rebuffs and insults and at last you die by the roadside with only myself to weep over your remains. Your fellow flies will not miss you and your loss will not put a stop to their pleasure and traffic.

THE world will say you have paid the penalty of merciless assurance and odious familiarity, combined with recklessness and inordinate appetite. While I, who knew you at your best, shed not a tear, but ride on and leave you lying in the dust.

BY THE WAY.

#### The Clerical Wheelmen's Tour.

THE party of clergymen enlisted for the clergymen's tour in Canada, started on Wednesday from Niagara Falls. The party was projected by Rev. Sylvanus Stall, of Lancaster, Penn., who has put a great deal of labor and enthusiasm into the work of organizing the affair. The following clergymen signified their intention to join the party. Rev. Horatio Beavis, Presbyterian, Macomb, Ill.; Rev. J. F. Cowan, Methodist Protestant, Pittsburg, Pa.; Rev. S. H. Day, Methodist, East Greenwich, R. I.; Rev. William P. Evans, Lutheran, Columbia, Pa.; Rev. Charles E. Fessenden, Episcopal, Summit Hill, Pa.; Rev. E. P. Johnson, Presbyterian, Marshall, Mich.; Rev. Louis A. Pope, Baptist, Warren, R. I.; Rev. W. S. Winans, Methodist, Katoah, N. Y.; Rev. S. Stall, Lutheran, Lancaster, Pa.; Rev. J. H. Harpster,

Lutheran, Canton, O.; Rev. L. M. Kummer, Presbyterian, Berwick, Pa.; Rev. John Dewitt Miller, Reformed Episcopal, Philadelphia; Rev. S. G. Barnes, professor in Iowa College, Grinnell, Ia.; Rev. J. B. Haines, Methodist, Burlington, Ia.; Rev. Howard H. Russell, Congregationalist, Oberlin, O.; Rev. L. H. Schneider, Lutheran, Washington, D. C.; Rev. W. F. Taylor, Baptist, East Orange, N. J.; Rev. L. D. Temple, Baptist, Aurora, Ill.; Rev. W. A. Keese, Baptist, Chelsea, Mass.; Rev. W. W. Le Seur, Methodist, Boston, Mass.; Rev. C. O. Maltby, Baptist, Batavia, Ill.; Rev. Garret Beekman, Methodist, Roslindale, Mass.; Rev. R. E. Campbell, Presbyterian, Florida, N. Y.; Rev. H. Baldwin Dean, Episcopal, Wampum, Wis.; Rev. G. T. Dowling, Baptist, Cleveland, O.; Rev. R. Dyer, Episcopal, Gambier, O.; Rev. G. K. Morris, D. D., Methodist, Philadelphia; Rev. G. T. Le Boutillier, Clifton Springs, N. Y.; Rev. W. H. Clark, Needham, Mass.; Rev. W. H. Fish, Unitarian, South Scituate, Mass.; Rev. S. L. Gracey, Methodist, Cambridge, Mass.; Rev. P. M. Graff, Lutheran, Athens, N. Y.; Rev. Frank Heath, Wells Bridge, N. Y.; Rev. R. E. McDuff, Cleveland, O.; Rev. Walter Rice, Brandon, Vt.; Rev. W. S. Stites, Presbyterian, Wyoming, Pa.; Rev. A. L. Wilson, Methodist, Rockland Lake, N. Y. One of the tourists, Rev. J. W. Harpster, of Canton, O., began to use the bicycle twelve years ago, while a missionary in India. He is probably one of the earliest bicycle riders now in the United States. An interesting feature of this party is that while a few of them are under thirty years of age, the average age is nearly forty years. On Wednesday the party were to proceed from Niagara Falls to Hamilton on Burlington Bay—a distance of fifty miles. On Thursday, but twenty-five miles were to be covered to Galt, and on Friday the route will lead

tried to stop them, and one of the wheelmen was lashed with the driver's whip. As soon as the wheelmen recovered from their surprise, they telephoned to Montclair to stop the men, and pursued them; but they were lost sight of, probably escaping through some by-road. A reward of \$25 has been offered, and the rowdies will probably pay well for their escapade if they are caught.

THE final resting-place for Gen. Grant on Riverside Drive, is probably better known to New York wheelmen than any other class of people in the city. The very spot is the favorite resort of those who like to make the run to the terminus of the drive. — *Wheel.*

#### RACING NEWS

##### Tricycle Road Race.

THE annual tricycle race of the Boston Club took place on Monday morning last, over the course published last week. The start was made from a point a sixteenth of a mile beyond Bailey's, at South Natick, the first man being sent off by Starter Edmonds, at six o'clock.

The start was made in the following order, three minutes intervening between the riders: L. J. Martelle, 6 o'clock; W. H. Huntley, 6.03; E. P. Burnham, 6.06; W. A. Rhodes, 6.09.

The first checking station was at the reservoir, where Mr. George B. Woodward timed the men as follows: Martelle 6.53; Huntley, 6.54.5; Burnham, 6.57; Rhodes, 7. Here Rhodes turned too short in coming out at the gate and fell over, buckling his wheel, and bruising himself badly.

At Allston, Mr. Freelon Morris timed the men, Martelle, 7.0.20; Huntley, 7.2; Burnham, 7.5.20.

The finish was made in the order of starting, and the men were credited with the following times: E. P. Burnham, (Victor), 1.15.4; W. H. Huntley (Cripper), 1.15.36; L. J. Martelle (Victor) 1.18.18; W. A. Rhodes (Quadrant), 1.20.11.

Rowe did not ride on account of sickness. At the last moment he was obliged to give up starting.

There was not much of a race till the men left the reservoir, eleven and one quarter miles from the start. The time at the reservoir was: Martelle, 53m.; Huntley, 51.45; Burnham, 51; Rhodes, 51. By this it will be seen that Huntley had gained 1.15 on Martelle, and that he had lost 45s. on Burnham and Rhodes, who were just then even. It was here that Rhodes had his fall. Martelle walked the hill entering the reservoir grounds.

The prizes were a gold medal to first, and a silver medal to second man. The officers of the race were: Referee, Abbot Bassett; starter and timer, W. P. Edmonds; timer at finish, C. W. Fourdriner; judges, C. R. Overman and E. C. Lee. The proposed race over the same course for club members was postponed on account of lack of entries.

The machines were weighed at Bailey's and showed the following: Burnham's Victor, 92 pounds; Rhodes's Quadrant, 76 pounds; Huntley's Cripper, 66 pounds; Martelle's Victor, 65½ pounds.

CHICAGO, 24 and 25 July. Races under the auspices of the Chicago Bicycle Track Association, and the Illinois Division L. A. W.

##### FIRST DAY, 24 JULY.

**One Mile Handicap, Professional.** 2 in 3. — First heat, John Brooks, scratch (1), 2.46½; Ralph Friedberg, forty yards (2), 2.47½; W. M. Woodside, scratch (3); R. A. Neilson, ten yards (4); W. J. Morgan, twenty yards (5). Second heat, W. M. Woodside, scratch (1), 2.49½; John Brooks, scratch (2), 2.49½; Ralph Friedberg, forty yards (3). Third heat, W. M. Woodside, scratch (1), 2.51½; Ralph Friedberg, forty yards (2), 2.52½; John Brooks, scratch (3); R. A. Neilson, ten yards (4).

**One Mile, 3.15 Class.** — Phil Hammel (1), 3.07½; F. B. Bradley (2), 3.09½; E. Mehring (3).

**Two Mile Handicap.** — H. W. Gaskell, scratch (1), 6.10½; John Nicholson, twenty-five yards (2), 6.14; F. B. Bradley, forty yards (3).

**One Mile, Tricycle.** — Phil Hammel (1), 3.40½. No competitor.

**Five Mile, Professional, Match Race.** — John S. Prince (1), 16.55½. Asa Dolph, fifty yards (2). Withdrew at three and three quarters miles on account of sickness.

**One Mile Exhibition.** — George Weber in 2.57½.

##### SECOND DAY, 25 JULY.

**One Mile, Professional Match.** — A. Dolph, ten yards (1), 3.7½; John S. Prince, scratch (2).

**One Mile, Chicago Club Championship.** 2 in 3. — First heat, N. H. Van Sicklen (1), 3.09½; Phil Hammel (2), 3.10. Second heat, Phil Hammel (1), 3.32; N. H. Van Sicklen (2), 3.32½. Third heat, N. H. Van Sicklen (1), 3.09; Phil Hammel (2), 3.09½.

**Five Mile, Handicap Professional.** — W. M. Woodside, fifty yards (1), 15.27½; John S. Prince, scratch (2); John Brooks, fifty yards (3).

**Two Mile Handicap.** — H. B. Heywood, thirty seconds (1), 7.06; John Nicholson, scratch (2); F. B. Bradley, 30s. (3).

**Two Mile.** — H. W. Gaskell (1), 6.50; George Weber (2), 6.51.

**Quarter Mile, Boys.** — Louis S. Ousley (1), 50½; R. Cregier (2).

**Fifteen Mile, L. A. W. Championship.** George Weber (1), 51.15; Grant Bell withdrew at three miles; John Nicholson, withdrew at three and three fourths miles.

**Ten Mile, Professional.** — John Brooks (1), 32.49½; R. A. Neilson (2); J. S. Prince (3); W. M. Woodside (4).

**One Mile.** — George Weber (1), 3.0½; N. H. Van Sicklen (2); 3.06; John Nicholson (3); 3.10.

**Half Mile, Hands Off.** — F. B. Bradley (1), 1.36½; H. B. Heywood (2).

**Five Mile, Lap.** — H. W. Gaskell (1), thirty-two points sixteen laps; N. H. Van Sicklen (2).

**Quarter Mile, 2 in 3.** — H. W. Gaskell (1), 44; 46½; F. B. Bradley (2).

**Quarter Mile, Consolation.** — John Nicholson (1), 44½; R. G. Surbridge (2).

BROOKLYN, 22 July. Sports of the Williamsburg Athletic Club. **Two Mile Race.** — A. B. Rich, scratch (1), 6.52½; H. J. Hall, Jr. fifty yards (2).

W. A. ILLSTON, who finished a dead heat with S. Sellers, and in second heat was defeated by Sellers less than six inches, leaves England for America, 11 August, to take part in the coming fall tournament. Will make his first appearance in Hartford.

HENDEE has retired as a racing man. His future efforts will be in the direction of record breaking in runs against time, but he will enter no more contests.

THE Olympic Athletic Club, of New York, will hold its fall meeting 3 October. There will be a one mile novice race, and a ten mile handicap for bicycle riders.

THE Charlestown Bicycle Club will probably give a ten mile road race the middle of September. The course will lay in Arlington and Medford way.

THE Monson, Mass., Bicycle Club had a road race Monday evening, 27 July, from the post office in Monson to the Weeks House in Palmer and return, a distance of nine and one-fourth miles. Captain A. L. Squier won in forty-three and three-quarters minutes; G. L. Keeney and W. T. Buffinton tied for second place, each making the run in fifty-one minutes.

THE second annual tournament of the Weedsport Club will be held 12 August. Entries close 11 August to W. R. Brock, Weedsport. There will be a parade in the morning. Races at 2.30 P. M.

PHILADELPHIA TRACK. The following has been issued: —

PHILADELPHIA, 27 July, 1885.

**Dear Sir,** — An opportunity has been offered by the officers of the Gentlemen's Driving Park, of this city, to at last secure a real bicycle track in Philadelphia. These gentlemen will make room in their park for the track, build the track in accordance with the suggestions of experienced riders and men who know the work, and will keep it in order after it is built, provided they can obtain the names of one hundred riders who will join the organization at a membership fee of \$10 per annum each, said cyclists to have all the rights and privileges of the horsemen connected with the track (and who pay for their share of the park \$25 each). The park is conveniently and beautifully situated, and is, aside from racing interests, a good place for regular exercises; members have the right of access to the park at all times, and to all races and exhibitions held therein. It is extremely desirable that an interest of this kind



*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

should have a hold upon our riders, and it is hoped that you will lend a hand in building it up. If you will kindly advise at once on the enclosed card, if you will or will not join, I will report the result to the park committee, and as soon as one hundred names shall have been received, they agree to go ahead and push the work to a conclusion as rapidly as possible. Truly yours,

GEORGE D. GIDEON,  
Germantown Cycle Club.

ANOTHER race meeting is announced by the Chicago Bicycle Track Association, for 8 August. The programme will include a one-mile novice, three mile handicap, mile heats, half-mile ride and run and five-mile dash, two-mile handicap, and half-mile consolation.

The following is a list of the races to be run at the tournament of the Berkshire County Wheelmen at Pittsfield, 13 August. Half mile, flying start, open to all; five mile, Berkshire County wheelmen only; two mile, open to all; one mile, boys of eighteen years of age and under; three mile record, open to all; five mile, open to all; first, \$50 silver tea service; one mile, tug of war, four men each; one mile, open to all. H. D. Corey of Boston, will referee, and A. B. Gardner of the Fort Schuyler Wheelmen of Utica, A. H. Scattergood of Albany, and Gideon Haynes, Jr., of Boston, will be the judges.

PRINCE has decided to go to Springfield.

#### WHEEL CLUB DOINGS

PERTH AMBOY (N. J.) CLUB.—Officers: President, E. W. Barnes; captain, E. E. Hartshorne; secretary, F. W. Kitchell; treasurer, Geo. Foster, Jr. Twelve members.

W. H. PUTNAM is secretary of the Knockabout Wheel Club, of Gardner, Mass.

At a meeting of the New Jersey Wheelmen, held 23 July, J. C. Willever was elected secretary, vice Mr. L. N. Spinning, resigned.

#### FIXTURES

8 August:  
Races at Chicago.

13 August:  
Tournament of B. C. W. at Pittsfield, Mass.

27 and 28 August:  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.  
2 and 3 September:  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

3 September:  
Races of Troy Club, Island Park, N. Y.

8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

22 September:  
Races of Providence Club.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—50 inch American Club, with long distance saddle, ball pedals. Don't tool bag, rubber handles, No. 1 King of Road Hub Lamp. Finish, plain black enamel, nickel trimming. In perfect condition, ridden very little. Cost \$164.00, will sell for \$110.00 cash. B. B. LYNCH, 105 South Street, Baltimore, Md.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

#### BARGAINS FOR SALE.

54-inch Yale Bicycle, latest pattern, detachable bars, etc., all nickelled but wheels, in excellent order. A great bargain at \$85.00.

54-inch Victor, new, of course, this season, and exchanged for larger size, same make, best order, \$115.00.

58-inch Sanspareil, light, Columbia Ball Bearings, in good order, \$75.00.

58-inch Rudge Semi-Roadster, weighs 38½ lbs. (actual). Just the wheel for poor tracks or ordinary roads. Best possible condition, \$95.00.

52-inch Harvard Special, never been out of the shop, full nickelled, and latest pattern, \$100.00.

The following we are not anxious to sell (as we use them ourselves), but want you to know that we've got them and can get more:—

44-inch Humber Tandem Tricycle, in good order, nickel fittings and ball pedals, \$235.00.

44-inch Invincible Two-Track Ladies' Tricycle, been used very little, has full inch tires, hollow rims, tangent spokes, ball bearings all round, and including the inch rubbers, is lighter than any two-track tricycle made. An elegant, easy running machine, \$165.00.

If further particulars desired, send to GEO. D. GIDEON, 1539 Race Street, Philadelphia.

Machines sent C. O. D., with permission to examine, on receipt of sum sufficient to cover expressage.

#### BICYCLES!

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,  
152 to 158 Congress St., Boston.

CLUB SONGS FOR WHEELMEN  
PRICE 25 CTS. T. S. MILLER & CO.  
23 So. JEFFERSON ST. CHICAGO

SEND  
FOR  
CATALOGUE  
OF  
SUNDRIES.

Liberal Discount to the Trade.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

BICYCLES  
AND  
TRICYCLES

At the Lowest Possible Prices.

SEND FOR SPECIAL QUOTATIONS

THE JOHN WILKINSON CO.

68 and 70 Wabash Ave., Chicago, Ill.

HENRY E. DUCKER, President.  
SANFORD LAWTON, Secretary.

Organized May 6, 1881.  
Incorporated January 23, 1884.

W. H. JORDAN, Vice-President.  
CHARLES A. FISK, Treasurer.

## FOURTH ANNUAL BICYCLE \* TOURNAMENT!

OF THE

SPRINGFIELD BICYCLE CLUB.



HAMPDEN PARK,

SPRINGFIELD, MASS., SEPTEMBER 8, 9, AND 10. 1885.

### LIST OF RACES.

#### FIRST DAY—Tuesday, September 8.

- 1—One-mile Professional Bicycle Handicap Race.
- 2—Ten-mile Amateur Bicycle Race; Championship of the United States.
- 3—One-mile Amateur Tricycle Race.
- 4—Three-mile Amateur Tricycle Tandem Race.
- 5—Five-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 6—Half-mile Amateur Bicycle Race, Open.
- 7—One-mile Amateur Bicycle Race, 3.10 Class.
- 8—Three-mile Amateur Bicycle Race, Open.
- 9—Three-mile Professional Bicycle Record Race.
- 10—Five-mile Amateur Bicycle Record Race.

#### SECOND DAY—Wednesday, September 9.

- 1—One-mile Amateur Bicycle Race, Open.
- 2—One-mile Professional Bicycle Race; Sweepstake Championship of the World.
- 3—Three-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 4—Half-mile Amateur Bicycle Race, 1.30 Class.
- 5—Three-mile Amateur Bicycle Record Race.
- 6—Ten-mile Professional Bicycle Race, Open.
- 7—Five-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Tricycle Tandem Race.
- 9—Five-mile Amateur Bicycle Race, 16.00 Class.
- 10—Three-mile Amateur Bicycle Handicap Race.

#### THIRD DAY—Thursday, September 10.

- 1—One-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 2—Ten-mile Amateur Bicycle Record Race.
- 3—Five-mile Amateur Tandem Tricycle Race.
- 4—Three-mile Professional Bicycle Race, Open.
- 5—One-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 6—Three-mile Amateur Bicycle Race, 9.10 Class.
- 7—Three-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Bicycle Handicap Race.
- 9—Five-mile Professional Bicycle Handicap Race.
- 10—One-mile Amateur Bicycle Consolation Race.

### ENTRANCE FEES.

AMATEURS—All ½-mile and 1-mile events, \$1 each event; 2-mile events, \$2 each event; 3-mile and 5-mile events, \$3 each event; 10-mile events, \$5 each event. PROFESSIONALS—1-mile and 3-mile events, \$3 each event; 5-mile events, \$5 each event. All races must have at least three men to start, or the number of prizes will be reduced.

Entries Close September 2, 1885.



## GRAND BICYCLE TOURNAMENT

*Under the auspices of the*

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2:30 P. M.

*The Prizes will amount to \$500,  
a list of which will be  
printed soon.*

### EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.  
The party winning the most laps in this race is entitled to a prize, as well as the winner of the race.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional.  
\$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. B. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race, for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

NOW READY.

## "In & Around Cape Ann"

A HANDBOOK OF  
GLOUCESTER, MASS., AND VICINITY.

*For the Wheelman Tourist.*

BY

JOHN S. WEBBER, Jr.

Neatly bound in cloth and illustrated, with eleven full-page engravings.

PRICE, 75 CENTS EACH.

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GLOUCESTER, MASS.

## ARDILL'S LIQUID ENAMEL!

For touching up or entirely re-enamelling  
BICYCLES AND TRICYCLES.

"ALONE I DID IT"  
CORIOLANUS



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in One Operation. It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. Any one can apply it. A suitable Brush given with each bottle. Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by  
**STODDARD, LOVERING & CO.,**  
152 to 158 Congress St., Boston.  
Special terms to the trade.



The customers of the late Cunningham Company, or parties intending to buy a Harvard, Yale, or Cornell, will find it to their advantage to call at or address **MURRAY'S BICYCLE AGENCY, 100 Sudbury Street, Boston, Mass.** I have procured most of the Stock of the said Company, and am ready to supply the parts and fittings of the above machines. I also keep a full line of Sundries on hand. First-class Repairing at reasonable rates.

**JOS. S. MURRAY.**



## FACILE

### LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

## FACILE

### LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

Notice.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

## Sportsmen's Wear.

BICYCLE SUITS made from Cassimere, Corduroy, Flannel and Jersey Cloth.

Catalogue and Samples free to any address.

**GEO. BARNARD & CO.**

108 Madison St., Chicago.

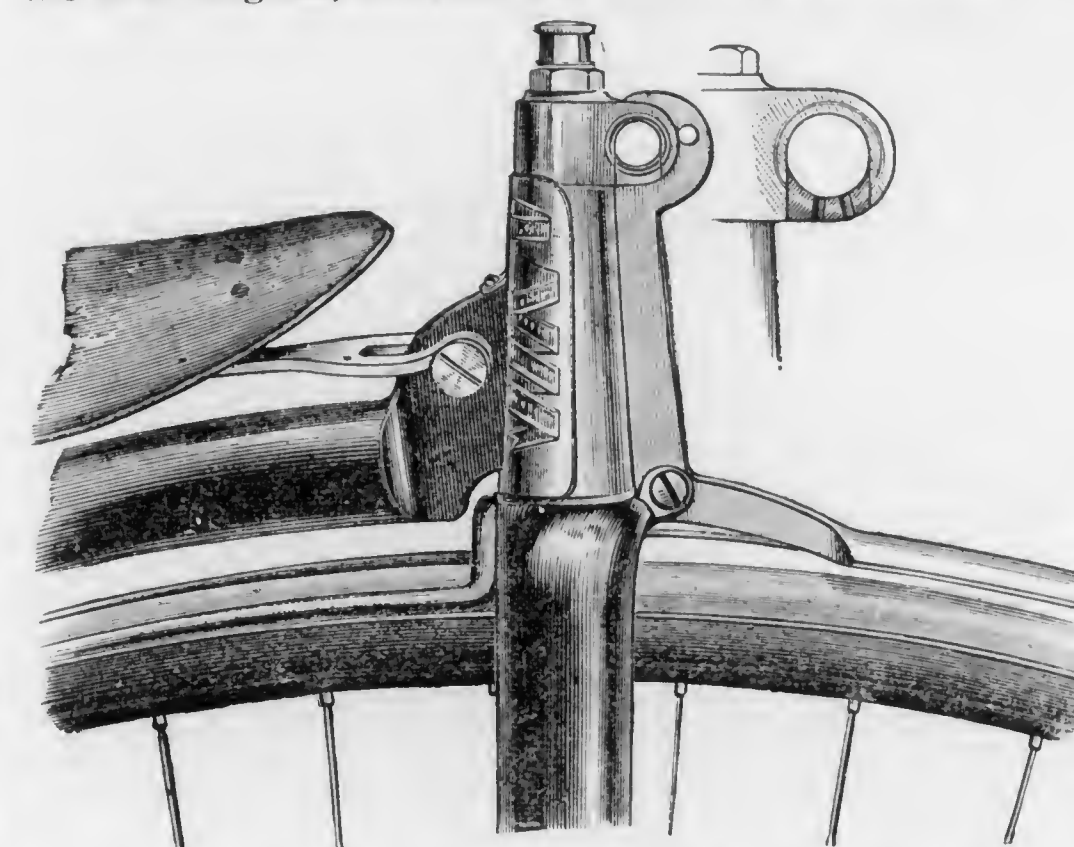
## BICYCLES.—EASY PAYMENTS.

BICYCLES \$8 to \$160. Tricycles \$7.50. Velocipedes, \$3 and upwards. Columbia, Victor, Facile, American Challenge, Otto, and other Bicycles sold on the instalment plan without extra charge except for interest. Send for large, new illustrated Catalogue of Wheel Goods, including many novelties in sundries and particulars of our instalment plan—of interest to every actual or prospective wheelman. Many in the Atlantic states are finding it to their interest to deal with us. Freights equalized. Second-hand wheels handled. **GEO. W. ROUSE & SON, 9 G St., Peoria, Ill. NOVELTIES IN SUNDRIES.**

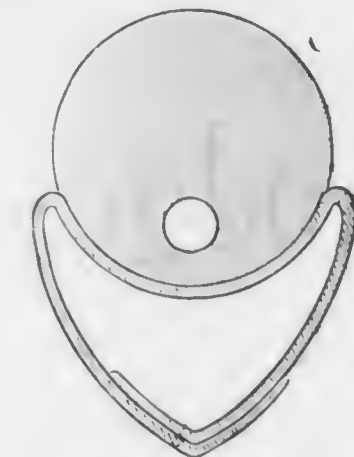
## The American, Pilot Roadster, Light Roadster, Safety, and Two-Track Tricycle

ARE NOW READY.

They are of the very highest grade every way. MANY NOVEL AND PATENTED FEATURES ARE INTRODUCED that are used in no other wheels. The American Pilot Machines are the only ones containing THE LATEST AMERICAN IMPROVEMENTS, combined with the best ENGLISH STEEL, WORKMANSHIP AND FINISH, and are conceded to be the most original, scientific and desirable ever offered.



Pilot Steering Head, with Handle Bar detached.



Section of new pattern Warwick hollow rim, used on the PILOT LIGHT ROADSTER, and wire compressed and cemented tire used on all Pilot Machines, the most elastic and durable tire made, and the only one not loosened by heat or cold.

## Brief of 50-inch American Express.

1-inch and 3/4-inch best red rubber tires; direct spokes; Down's Aeolus ball bearings to both wheels; detachable cranks; Aeolus ball pedals; elliptical front fork; semi-hollow back fork; 1 3/8-inch perch; Andrew's head, with long centres; dust shield, leg guard; 27-inch cow-horn handle bar; large horn handles; grip lever brake; Harrington's latest cradle spring, adjustable to rider's weight; suspension saddle, bag and tools. 4 3/8-inch hubs of burnished gun metal. Forks and perch are of best weldless steel tube. The head, neck, axle, cranks, bearings, rims, spokes, etc., are of best steel. It is very rigid, thoroughly well-made, and warranted. For strength, durability, and easy running power, it is equal to any machine made.

It is finished in but one style of nickel and paint, as shown in the cut, and at the low price offered, no variation can be made.

Weight, 44 pounds.

Price, 50-inch, \$100.

\$2.50 rise.

Sizes 46 to 56 inch in stock.

This is positively the best value ever offered, and is unequalled by any wheel sold for less than \$125.

Illustrated Price List mailed on request.

**LATTA BROS.,**

NO. 16 WEST MAIN STREET - - - FRIENDSHIP, NEW YORK.



AMERICAN EXPRESS.



# CYCLING PUBLICATIONS,

— ENGLISH AND AMERICAN, —

ON SALE BY

## E. C. Hodges & Co. - - Boston, Mass.

American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, *Bicyclists Indispensable*, *Tricyclists Indispensable*, Etc., Etc.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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There will be no edition of this work in 1885. Fifty cents by mail.

We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE BICYCLISTS' INDISPENSABLE for 1885 is now in press.

TRICYCLING FOR LADIES, BY MISS F. J. ERSKINE. — "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." Twenty-five cents.

TRAINING FOR AMATEUR ATHLETES, with special regard to bicyclists. By Dr. H. L. Curtis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. Fifty cents.

COMPLETE GUIDE TO BICYCLING. — By Henry Sturme. Treats of the sport itself as distinct from machines. Learning to ride, touring, training, choice and care of machines, clubs, and literature are all fully gone into. To the recently joined it gives a quantity of practical information in small compass. Third edition. Fifty cents.

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ROAD BOOK OF BOSTON, by A. L. Atkins. A clearly printed book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail Fifteen cents.

TREATISE ON THE THEORETICAL AND PRACTICAL CONSTRUCTION OF THE TRICYCLE. — By F. Warner Jones. Devoted solely to a consideration of the principles which should govern the design and construction of the Tricycle as a machine. Illustrated with two folding plates of diagrams. Fifty cents.

CYCLIST AND WHEEL WORLD ANNUAL. — Edited by C. W. Nairn and Henry Sturme. Published in January. Contains a diary, club directory, racing records, résumé of events of the past year, and much other cycling information. Last edition for 1884. We will close out at twenty-five cents.

CHRISTMAS NUMBERS. — The Christmas numbers of the *Cyclist* are profusely illustrated and filled with entertaining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Fifty cents. Editions of 1882 and 1883, twenty-five cents each.

A. B. C. OF BICYCLING. — This little book is the best instructor for beginners yet published, twelve cents.

BICYCLE PRIMER. — A bicycle alphabet in rhyme. Illustrated, ten cents.

LYRA BICYCLICA. — New edition. Just published. One hundred and sixty pages. Bound in cloth. A collection of wheel poems, by J. G. Dalton. \$1.00. First edition. Twenty cents.

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BICYCLE TACTICS. — By Capt. T. S. Miller. A complete Manual for Drill by Clubs. 20 cents. New edition now ready.

THE CYCLIST is a well-filled newspaper, containing the earliest, the best, and fullest reports of all wheel matters, by its own special correspondents — none being given at second-hand. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

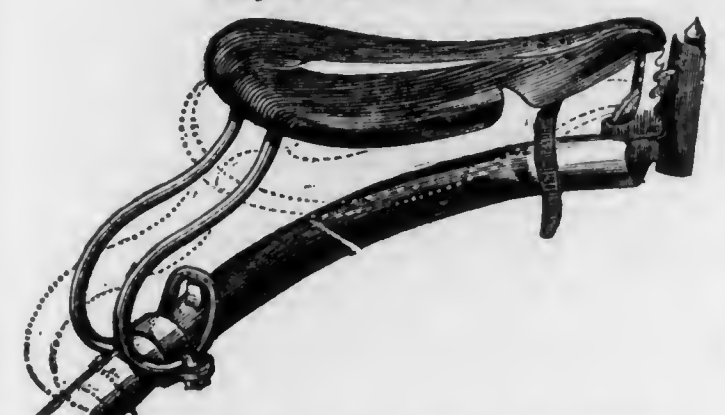
THE TRICYCLIST. — The sport, pastime, and trade. Edited by George Lacy Hillier. The high-class leading paper devoted solely to tricycling. Handsomely printed, on superior paper. \$3.00 per year, including postage.

WHEEL LIFE. — The cyclists' society paper. Edited by W. McCandlish. Smart, chatty, scathing, instructive and amusing; it takes off the manner and actions of the men of the day, and keeps its readers alive to all that is passing in the wheel world. Large money prizes are periodically offered to its readers, and it is the acknowledged smartest cycling paper of the day. \$2.50 per year, including postage.

THE WHEEL WORLD. — Companion magazine to the *Cyclist*. Each month is included a full-page portrait of a cycling celebrity, besides other smaller illustrations. Quarto. \$1.75 per year, including postage.

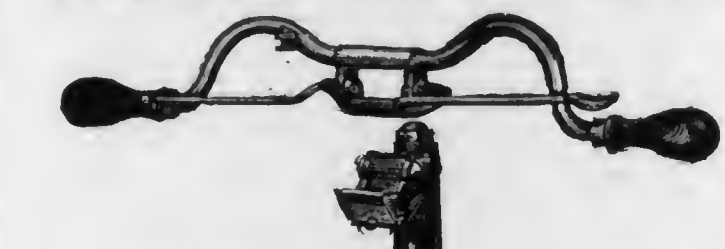
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Bifurcated & Universally Adjustable Saddle  
Improved for 1885.



Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made. Removes all vibration and jolting. Price, Nickel-plated, \$5.00; Japaned, \$4.00.

### THE NEW SAFETY BAR.



Greatly Improved, Simplified and Strengthened. The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

Price, Nickel-plated, with Brake and Lever, \$10.00.

Ask your Dealer for them, or send for Circulars.

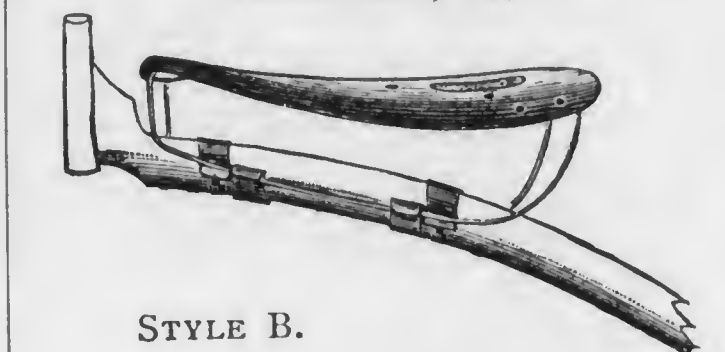
### FREEMAN LILLIBRIDGE

ROCKFORD, ILL.

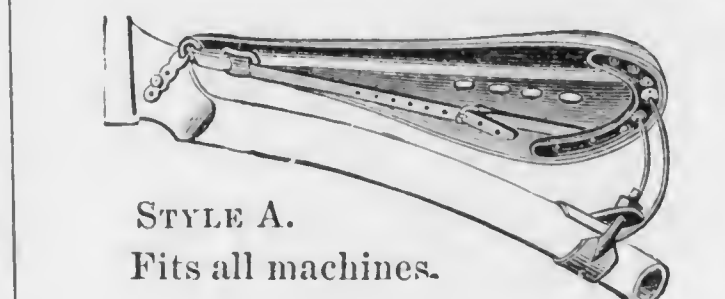
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SPALDING'S CYCLOMETER  
HIGHEST QUALITY BICYCLES  
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### THE DURYEA SADDLE.

Patented Feb. 19, 1884.

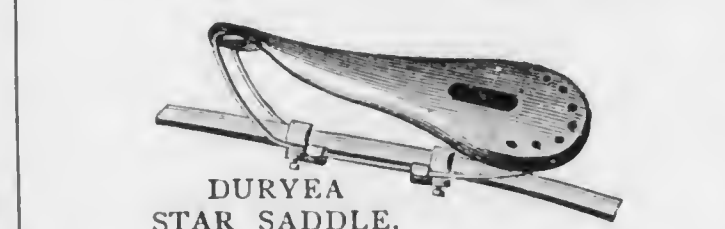


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STYLE A.

Fits all machines.



DURYEA  
STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

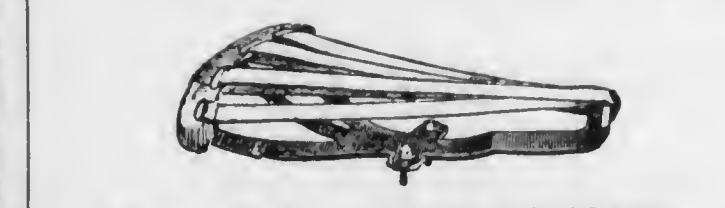
Used also by Hender, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armaido, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANESE, \$3.00; NICKEL-PLATED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. Reliable agents wanted.

Remit by check, P. O. order, N. Y. Ex., or stamps.

### GARVEY'S BICYCLE SHOP,

Sole Licensees and Manufacturers,  
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Central Park Entrance.



Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle. A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

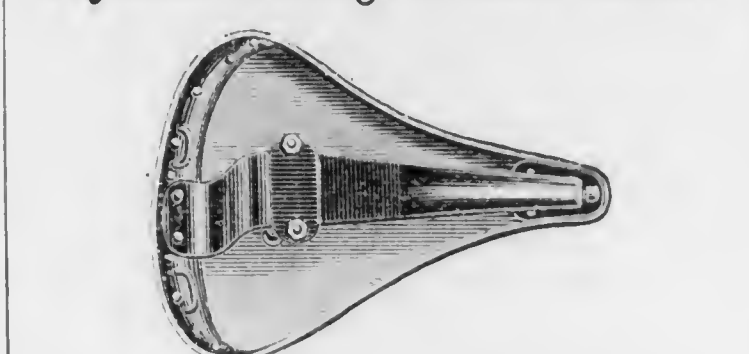
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#### Adjustable Long Distance Saddle



Spring Frame, Perfect Adjustment, Light, Strong, Elastic, Easy. Weight, 18 ounces. Star Saddle, 19 ounces.

MANUFACTURED UNDER LICENSE FROM THE POPE MFG. CO.

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BEFORE YOU BUY A BICYCLE  
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Royal Mail, Victor and Premier Bicycles and Tricycles, Royal Mail Tandem Tricycle (2 track), and KANGAROO, the only Real Safety.

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STRICKLAND & PIERCE,

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HAND MADE THROUGHOUT.

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THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle. A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

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# MORE THAN ONE HALF OF THE BICYCLES IN THE RECENT PARADE OF THE LEAGUE OF AMERICAN WHEELMEN,

AT BUFFALO, N. Y., AND

*Of the machines ridden to the finish on*

THE BIG FOUR TOUR,

WERE

# EXPERT COLUMBIAS.

At Every League Meet the COLUMBIA BICYCLES have been in the Majority.

FOR SEVEN YEARS

THE OLDEST AND BEST RIDERS HAVE RIDDEN AT MEETS AND TOURS  
COLUMBIA BICYCLES.

BETTER THAN A RACING RECORD.

PRE-EMINENTLY PRACTICAL.

OFFICE OF

WHITE SEWING MACHINE Co.,

CLEVELAND, OHIO, June 25, 1885.

The subscriber is Adjuster for the above Company, and in the discharge of his duties uses your 54 inch Expert Columbia. I have run the same something over 11,000 miles, in 14 months, over all kinds of roads, and am glad to say not one cent have I spent for repairs, and my machine is in first-class condition.

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# THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 14 AUGUST, 1885.

Volume XI.  
Number 15.

# VICTOR

The Annual Tricycle Race of the BOSTON.  
BICYCLE CLUB was won on a

# VICTOR

By E. P. BURNHAM. Time, 1 h. 15 m. 4 s

Three years in succession this race has been  
won on the Victor.

# OVERMAN WHEEL CO.

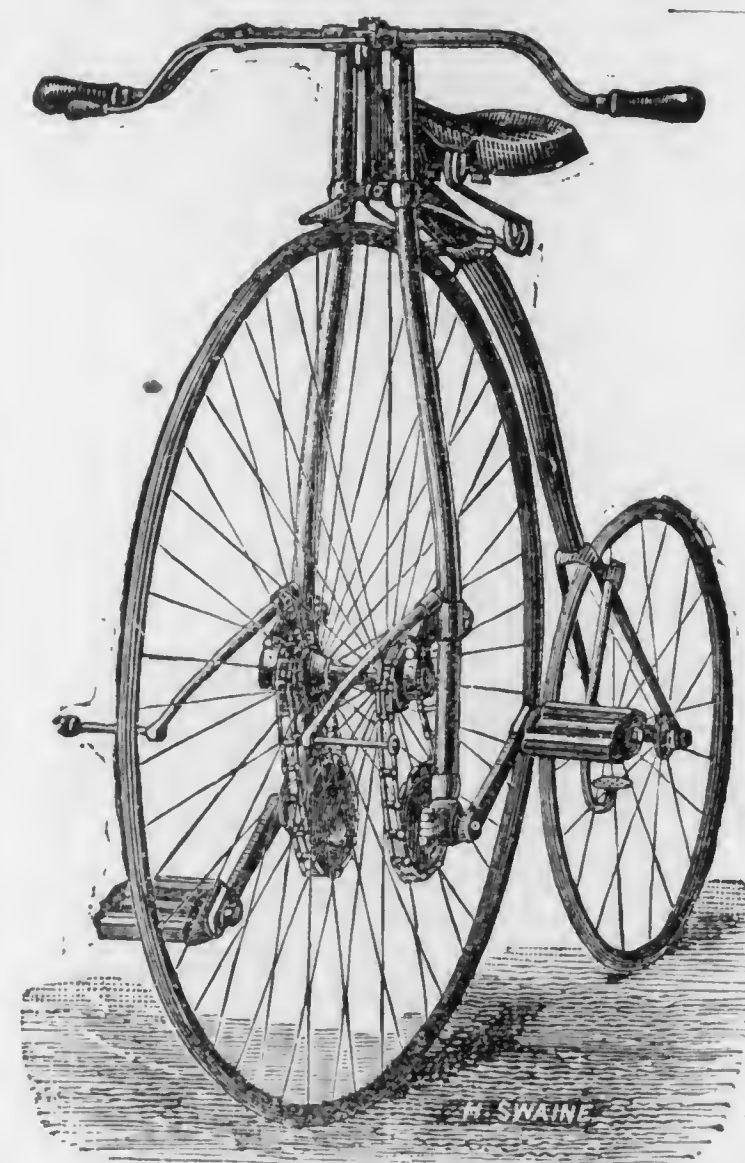
179 Tremont Street - - - Boston.



The business of THE CUNNINGHAM COMPANY will for the present be carried on by THE WESTON SUPPLY CO., 179 Tremont Street, Boston, Mass., to whom should be addressed all requests for Catalogues, and orders for HARVARD and YALE Bicycles, and AMERICAN METEOR, AMERICAN SALVO, HARVARD, and QUADRANT Tricycles, both Singles, Sociables, and Tandems. As only a limited stock is available, prompt applications are desirable.



## WHAT IS A SAFETY BICYCLE?



The intent in their manufacture was to prevent the liability of headers. The mere fact that a wheel is *small* does not make it a Safety. A header can be taken from a small wheel as well as a large, in fact easier, as a small obstacle, which a large wheel would pass over, will cause a header from a small wheel. The Safety feature is in having the rider back from the axle, and the Kangaroo's patent of Safety consists in having its forks 2 1-2 inches in rear of axle, and *not* pivoted on it, making it **Impossible** to take a Header.

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One hundred KANGAROOS shipped every week from factory! We have had difficulty in keeping up with orders! The KANGAROO holds the Safety records.

1 Mile, 2m. 45s.      2 Miles, 6m. 24s.      3 Miles, 9m. 46s.

10 Miles Championship, 32m. 39s.      100 Miles, 7h. 11m. 10s.

All records completely obliterated! In selecting a Safety, take a *Safe* Safety, and not be misled by the fact that a wheel is merely small in size.

Agents for KANGAROO,

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EASY.  
FAST.  
SAFE.  
When writing, mention this paper.

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holds the following Road Records of the world:

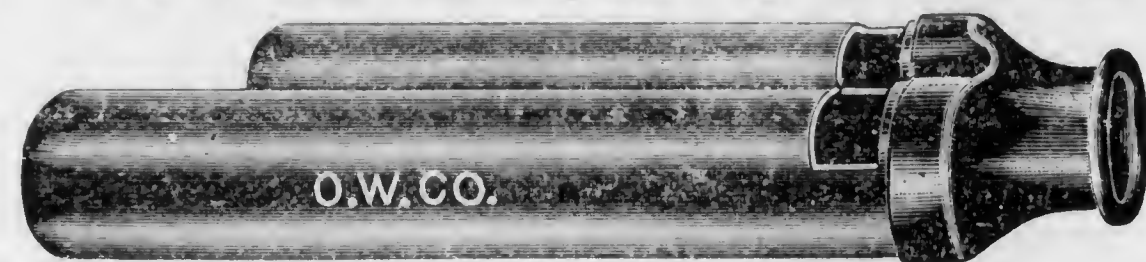
Ten miles.....in 0h. 33½m.  
Twenty miles.....in 1h. 15m. (21 miles actually).  
Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering **266 1-4** miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 1,332 miles in 12 days, 20 hours.

It has *three times* broken the 24-hours' record. It has done 100 miles in 7½ hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, *and all-the-year-round*, nothing in market can approach it. Get 1885 Price-List, and read all about it.

Thoroughly efficient agents wanted everywhere.

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With Chain. By Mail, 75 cents.

IT IS THE BEST. SEE IT BEFORE YOU BUY.

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**JAS. S. NEWELL & CO.**

302 Federal Street, Boston,

Manufacturers of PRESSES AND DIES  
New Machinery Designed and Built.

**BICYCLES and TRICYCLES**

REPAIRED,

Painted, Enamelled, Nickel Plated

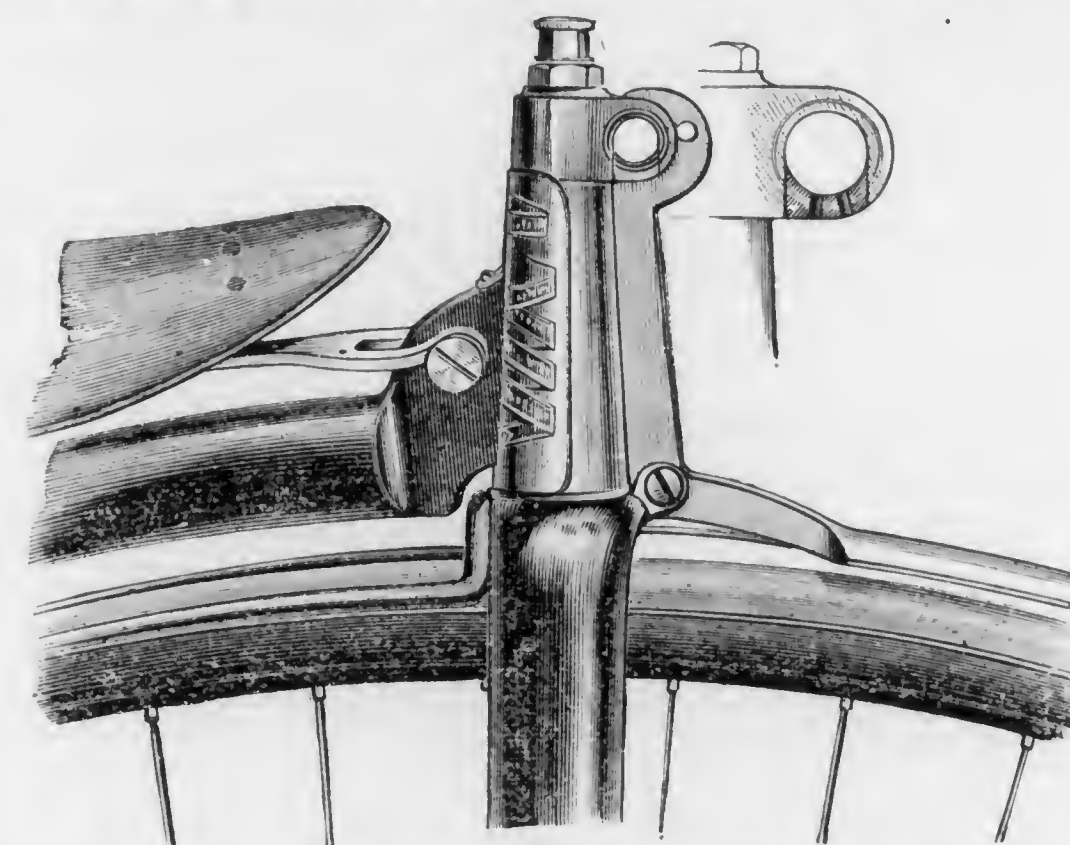
Repairing a Specialty.

Bicycles and Tricycles sold on commission. The Bicycle branch of our business is in charge of WILL S. ATWELL, telephone No. 1935.

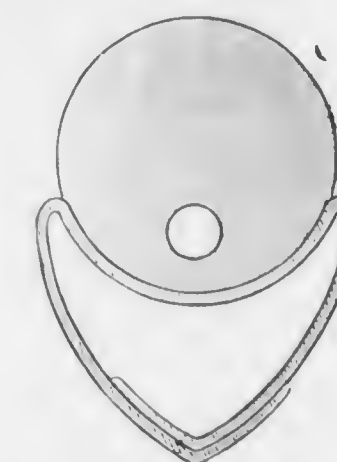
## The American, Pilot Roadster, Light Roadster, Safety, and Two-Track Tricycle

ARE NOW READY.

They are of the very highest grade every way. MANY NOVEL AND PATENTED FEATURES ARE INTRODUCED that are used in no other wheels. The American Pilot Machines are the only ones containing THE LATEST AMERICAN IMPROVEMENTS, combined with the best ENGLISH STEEL, WORKMANSHIP AND FINISH, and are conceded to be the most original, scientific and desirable ever offered.



Pilot Steering Head, with Handle Bar detached.



Section of new pattern Warwick hollow rim, used on the PILOT LIGHT ROADSTER, and wire compressed and cemented tire used on all Pilot Machines, the most elastic and durable tire made, and the only one not loosened by heat or cold.

### Brief of 50-inch American Express.

1-inch and ¾-inch best red rubber tires; direct spokes; Down's Aeolus ball bearings to both wheels; detachable cranks; Aeolus ball pedals; elliptical front fork, semi-hollow back fork; 1 ¾-inch perch; Andrew's head, with long centres; dust shield, leg guard; 27-inch cow-horn handle bar; large horn handles; grip lever brake; Harrington's latest cradle spring, adjustable to rider's weight; suspension saddle, bag and tools. 4 ¾-inch hubs of burnished gun metal. Forks and perch are of best weldless steel tube. The head, neck, axle, cranks, bearings, rims, spokes, etc., are of best steel. It is very rigid, thoroughly well-made, and warranted for strength, durability, and easy running power, it is equal to any machine made.

It is finished in but one style of nickel and paint, as shown in the cut, and at the low price offered, no variation can be made.

Weight, 44 pounds.

Price, 50-inch, \$100.

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Sizes 46 to 56 inch in stock. This is positively the best value ever offered, and is unequalled by any wheel sold for less than \$125.

Illustrated Price List mailed on request.



AMERICAN EXPRESS.

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It will pay you to charge your memory with the following facts.

POINTS IN WHICH **THE AMERICAN** CHALLENGe IDEAL BICYCLES  
ARE UNEXCELLED BY ANY.

DURABILITY,  
EASY RUNNING,  
EASY STEERING,  
QUALITY of MATERIAL,  
FINISH and  
PRICE.



THE AMERICAN CHALLENGE,  
In sizes from 52 to 60 inch.  
Prices from \$74 to \$119.

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In sizes from 38 to 50 inch.  
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In sizes 44, 44, and 46 inch.  
Prices from \$76 to \$111.

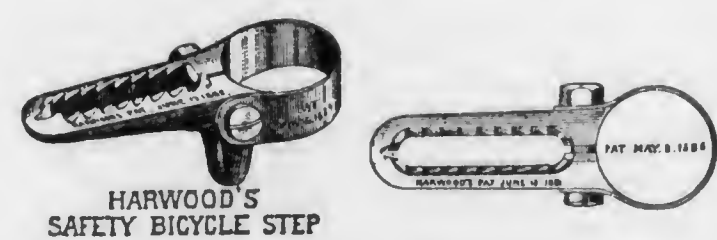
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MERCHANT TAILORS,

*Club Tailors to the 'Cyclists' Touring Club.*

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Harwood's Detachable Safety Step

Fits any machine. No screw holes on backbone. Clips of various sizes, varying by one sixteenth of an inch. In ordering state whether the backbone is round or oval, and give diameter where step is to be placed.

Price, Nickelless.....\$1.00  
Liberal discount to the trade.  
Extra Clips......20  
No. 2 Nickelless Safety for Expert......75  
No. 5......75  
Prices of remaining numbers reduced to......50  
No. 1, for Standard Columbia......50  
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No. 4, for British Challenge......50

Stamp for circular.

G. F. HARWOOD,

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Worcester, Mass.

### Improved Star Lamp

now ready for the market. Price reduced. Japanned, \$5.00; Nickelless, \$6.50.

ZACHARIAS & SMITH,  
Newark, N. J.

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Notwithstanding the claims made for all other machines, and the favoring statements of those who are directly interested in their sale,

The Majority { PREFER RIDE } COLUMBIAS.

WHERE WHEELS ARE TO BE FOUND YOU WILL FIND

COLUMBIAS.

More than one half of all the fine bicycles in America are Columbias.

THE MAJORITY KNOWS WHAT IS BEST.

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ST. LOUIS WHEEL COMPANY, C. E. STONE, manager, 1121 Olive; agents for the Victor bicycles, Sanspareil, Facile, Victor Tricycle, and all high-class machines; repairing, nickelling, and enamelling promptly done. Dealers in second-hand wheels. Send for printed list.

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THE CRESCENT BICYCLE HOSE SUPPORTER, with patent alligator clasp; the latest and best article of the kind; cyclers who are using this supporter will have no other; made in drab, white, pink, and blue web; sample pair mailed on receipt of 35c. cents by W. J. WALTERS, Prospect, N. Y.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE "ACME" TIRE HEATER. — Price \$1.00; the most convenient Heater for use in cities and towns where illuminating gas is used; handier and less expensive than an alcohol lamp; gives plenty of heat, and does not smoke up the rim; full directions for cementing on tires accompany every Heater; indispensable in a repair shop and a necessity to every rider. C. H. LAMSON, 201 Middle street, Portland, Me.

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WITH  
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OR  
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THE  
MOST RIGID  
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FASTEST WHEEL  
MADE.

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The Two and Five Miles Records of America were won on a "Club" RACER.

NO PAID RACING MEN.

THE

COVENTRY MACHINISTS' CO.  
239 COLUMBUS AVENUE,  
BOSTON.



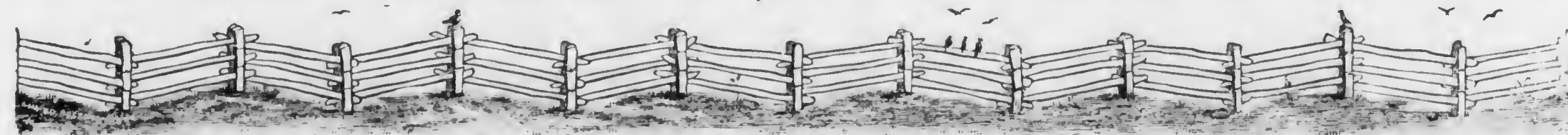
# ON THE ROAD! ON THE PATH! ON THE HILL! THE VICTOR IS KING.

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Fifty Miles in 3h. 44m. 10s. : : W. A. Rhodes.

One-Half Mile in 1m. 16½s. : : Geo. M. Hendee.

OVERMAN WHEEL CO., 179 Tremont St., Boston.



# THE • STAR • WINS!

The STAR has Won During the Present Season,

The HALF-MILE L. A. W. CHAMPIONSHIP,

The 15-MILE L. A. W. CHAMPIONSHIP,

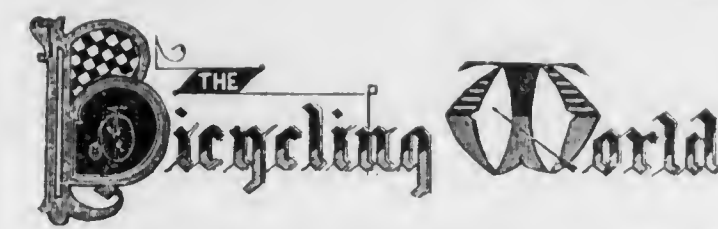
The 25-MILE L. A. W. CHAMPIONSHIP,

BESIDE MANY MINOR EVENTS.

THE NEW MODEL LIGHT ROADSTER IS THE MACHINE FOR ROAD OR PATH.

Catalogues with cuts and descriptions of this splendid Wheel sent on application with 2 cent stamp. Five cents in stamps must accompany all applications from outside of New England.

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Published every Friday

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8 Pemberton Square, Room 12,

BOSTON, MASS., U. S. A.

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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 7 AUG., 1885.

THE *Record* gives its views on the Professional v. Amateur question, and shows the tendency of things across the water, as shown in the recent action in football circles. The English journals are lamenting the creeping in of professionalism, which has changed the football outlook in that country. Until now, any football team which did not disguise the fact that it had professionals among its members, was excluded from cup competitions. A late decision, however, makes football a business, as well as a pastime, and the professional is given a chance at the cup.

THE *Record* says: "This change was scarcely avoidable. English football matches far exceed cricket matches in profit to the management, and the money

argument has carried the day. The best playing, other things being equal, is apt to be done by men who get their bread and butter by being kickers. There is, furthermore, professionalism and professionalism. When an amateur is a bully, and a professional acts like a gentleman, as is sometimes the case, certain fine theories about professionalism go to the wall.

WE have received a telegram from Mr. Ducker, saying that Hendee will positively race at Springfield, reports to the contrary notwithstanding. We are glad to hear this for, with Hamilton disabled, we should not be able to make much of a showing against the English visitors, otherwise.

COREY tells us that he finished in much better condition than he was when he made his record of one hundred and ninety miles, two years ago. Then he rode an ordinary. The slow motion of the safety, and the rest obtained in coasting with his feet on the rests, were important elements in bringing him through so well. Several of the postals sent us were written while riding.

THE *Cyclist and Athlete* is very anxious to be the organ of somebody or something. We hope our contemporary will be able to stand alone some day. It now speaks for three different organizations, and it would be unfortunate if a question should arise which would antagonize the three.

A NUMBER of dark horses are in training for Springfield. We have little faith in the so-called raven-hued steeds, for we have in the past seen too many of them turn pale under trial. We still pin our faith to the old and well-known racing men at Springfield and Hartford, and shall take what we can get from the dark horses.

So desirable is the prevention of the jar of a rough road, the comfort only of a rider being considered, that the damage done to the machine and the loss of mechanical motion in driving the wheel, are entirely lost sight of. Especially in the case of wheels of recent years, the rigidity and stiffness is so great that the spokes themselves can give little elasticity to the machine. The injury done the various parts of the bicycle, from the increased

jar communicated by stiffer wheels, may be considered of little account, or as more than counterbalanced by other advantages. Still the practice has been to make the whole driving mechanism as rigid as possible. It has been proved by experiment that by the placing of an elastic cushion (one of thick elastic rubber, for instance), the actual energy expended in driving has been reduced about 25 per cent. Rat-trap, or inelastic rubber pedals, are so commonly used, that the question arises, could not riders in many cases save power by taking account of this principle?

FOR many years attempts have been made to obtain metallic aluminum for the abundant ores of that metal. While, however, it exists in combination in vast quantities in many sections,—in clay, and the mineral corundum,—its separation is so expensive that it costs nearly as much as silver. Claims have been put forward by reputable parties that they would produce the metal at as low a price as .25 per lb. When we consider that aluminum weighs about one third as much as iron or steel, bulk for bulk, the reduction in weight of bicycles and tricycles would be well worth considering. By its use racing machines, 12 lbs., roadsters, 20 lbs., tricycles of 40 lbs., could be easily made.

### From a Feminine Point of View.

I SAID, last week, that I would write you about a little tour that four of us were about to undertake; but now that the trip is over, and we are back again, I hardly know what to say. The little trip was crowded with interest for us all, but there was little in it worthy of note in the columns of a newspaper, for I must confess that it was a most prosaic affair.

THERE were four of us. We rode a few miles over a hundred, and were gone a week. I cannot tell of being received as we entered the towns by deputations of citizens, nor brass bands. Neither had we receptions in the evenings, balls or concerts. I cannot tell of fun at the hotels for we went to none, nor give you queer experiences with train conductors nor baggage men, for we went the whole distance awheel.

AND yet we had a deal of pleasure.

THERE were four of us. I will call the names Hattie and Maud and Mrs. besides myself. Our route lay down into Essex County, to Lynn, Salem, Marble-



Lead Neck, Hamilton Camp Ground and Rowley. Our baggage went on before by express, and we lodged with friends. It was a most prosaic affair so far as the outside world goes, for we met with no exciting adventure, no assault, no accident. In the free open air, the exhilaration of the ride and the social intercourse, we found the hours delightful. These things bring happiness. They cannot be transferred to paper.

THE nearest approach to an exciting incident was a runaway. We were going down a long, rocky hill when our attention was attracted to a remarkable pace that Maud was taking. We soon saw that she had lost control of her machine, and though she had her hand on the brake, it was flying down the hill at a break-neck pace. But Maud has a cool head, and she got to the bottom safely, though somewhat faster than she intended, for the hill was not one to be coasted recklessly. On examination, we found that her brake band had been oiled.

I SHALL refrain from setting down the extravagant language used at the expense of the man who oiled that brake. The machine was just out of the repair shop and pronounced all right to ride. I have heard that gentlemen often oil the band of a brake, and perhaps it may be safe to do so in their case, for they have strength more than sufficient to stop a machine; but no lady should ride with a smooth brake. It is almost suicidal.

At the next town we visited an apothecary who powdered some rosin for us, and we applied it to the brake, not failing to put a little on the brakes of the other machines. We had no more trouble with runaway machines, but we had no end of fun on the next hill, for as brake after brake went on, there came forth a noise not unlike that which comes from a saw-mill when the busy saw is plying its work. I was prepared for this, for I had used rosin before; but it was a sight to see the amazed look which spread over the features of the girls at first, and until they understood what was the matter. But once understood, I think they enjoyed the noise, for in a spirit of fun they kept the brakes on as long as possible, and there was a buzzing in the air till the rosin had worn smooth, and there was no more music to be had.

GOING through Salem we had a companion. A wheelman joined us in a mysterious way, coming from where we knew not, and attaching himself to Hattie. I am inclined to think there was method in this transaction, else why should Hattie have shot ahead at a particular place just before meeting the young man, and why did he ride on ahead with her completely oblivious of the presence of the rest of us? Hattie

told us afterwards that it was a friend of hers, and she dismissed him kindly at the Beverly Bridge, intimating that the party was complete as a quartette.

BUT these things have no interest for the average reader. I might fill your columns with our delightful experiences, but they would be dull and insipid reading. I might speak of our route, the natural beauties and the historical places which we passed, but others have done this better than I can. Out of a quiet tour we extracted no end of pleasure. We added nothing to history, for there was nothing noteworthy on our trip. We stored up health and strength for future uses, and in the storehouses of our memories there have been gathered scenes, sights and experiences of no value to the world, but filled with interest for us. DAISIE.

Bicycle Record, 203 1-8 Miles. Tricycle, 191 Miles.

TALKING with Harry D. Corey in our office the other day, we asked him why he did not go out and lift the American tricycle record a peg, and also establish a record for the safety machine. We remarked that it was not at all to the credit of America, that the tricycle record should remain at one hundred and twenty-seven miles for twenty-four hours, and we thought it just possible that Corey on a safety machine might add a few figures to the bicycle record. Corey took up our suggestion at once, and immediately made preparations to take both records at the same time. He would ride the safety, and W. H. Huntley, of Newton, would ride the Crripper. The attempt was set down for Saturday last, and at a little after midnight both men were on hand at the Newton depot. Corey was mounted on a Rudge Safety, 36-inch geared to 56 inch. Huntley rode a Crripper, made by Rudge, 44-inch geared to 52-inch.

The start was made at 1 A. M., and the men started in the direction of Boston. A. A. Glines, F. W. Pratt and the night officer, acted as starters. On account of darkness, they took the roads with which they were most familiar and over which there could be no doubt of measurement. A smart pace was taken of about twelve miles an hour, which forced Kirk Corey, who accompanied them on a bicycle, to drop behind, he not being able to see his way clearly. Arrived at Charles street, Boston, and bidding night postman No. 179 "good morning," they returned to Newton, arriving at 2.12 A. M. The cyclometer registered thirteen miles, and was checked by the policeman on duty.

After taking a cup of tea they proceeded to Waltham, arriving at 2.45, distance seventeen miles. Officer Bent acted here as checker. From Waltham they rode to West Newton, thence to the great signboards at Newton Lower Falls. From the great signboards they rode to

Needham, via Newton Centre, arriving at 3.55; distance twenty-nine miles. Continuing on they arrived at Bailey's Hotel, South Natick, at 4.30 A. M. Distance, thirty-seven miles. Here the cyclometer was checked by Glazier, the night watchman. The air was quite cool, and heavy banks of white fog were passed through quite often. Retracing their course back through Needham and Newton Centre, they reached the great sign boards at exactly six o'clock. Going down the hill, the spring on their cyclometer broke, and hastily dismounting, they saw it registered exactly fifty-four and a half miles. Nothing remained but to go to Boston and obtain another, and they at once headed toward the city. They arrived at Brighton at 6.30, feeling tired and hungry, having taken no solid food for six hours. After a bath, rub down and a substantial breakfast they left at 7.30 for the city, and found the Butcher Cyclometer Company closed. Arriving at the Massachusetts Club rooms at eight o'clock, they found Lieut. Peck on the point of starting for Gloucester, who immediately offered to ride with them to Salem. The distance from the great sign boards to Boston is ten and a half miles, but they went over a mile farther hunting for a cyclometer, which added to the fifty-four and a half miles, made a trifle over sixty-five and a half miles. At 8.20 they left for Salem, Peck's cyclometer being checked by President Williams and other members of the club. Under the care of Messrs. Peck and Graves they arrived in Salem at the Essex House at 11 A. M. Distance twenty-four and a half miles; total distance ninety miles. They expected to meet a pace maker here, but he not showing up, they rode back toward Boston.

Just a mile out of Salem, A. McCurdy, of the Hawthorne Bicycle Club, dashed up, and they turned round and rode back through Salem, Beverly, Hamilton to Rowley, just nineteen and a half miles, arriving at 1.35 P. M. Total distance, one hundred and nine and a half miles. A cold lunch was obtained at Hamilton. Both Corey and Huntley were feeling first-rate, and it was thought possible that the record of two hundred and eleven and a half miles for twenty-four hours would have to go. The roads, as a general rule, were very fair, the chief obstruction being a strong wind blowing directly against them. At Hamilton they met Capt. Vivian and a friend of the Charlestown Club. Returning to Salem from Rowley a somewhat quicker pace was taken. Salem was reached at 3.15. Total distance, one hundred and twenty-seven miles. Corey and Huntley separated at Salem, Huntley riding to Brighton in company with Arthur Sidwell, making his distance so far one hundred and forty-seven miles. McCurdy and Abbott of the Hawthorne Club, took Corey over through Swampscott and Nahant, arriving at the Boscobel, in Lynn at 5.15. Distance, one hundred and forty-two miles. The proprie-

tor, Mr. Comee, kindly cared for him, and at 5.20 he left with McCurdy for Brighton, arriving at 7.05. Distance, one hundred and fifty-four miles. Corey took a bath and a rub down, and, after eating supper, once more mounted his machine.

Huntley had arrived about an hour before, and was feeling much better; so he decided to keep on. Brighton was left at 7.30, and the riders proceeded toward Boston to the Halfway House on Beacon street, then back through Brighton to Waltham, which was reached at 8.45. Distance for Corey, one hundred and sixty-four miles; for Huntley, one hundred and fifty-seven. Retracing their course over part of the same route which was taken in the morning via great signboards and Newton Centre, the party reached Needham at 10.15. Distance for Corey, one hundred and eighty miles; for Huntley, one hundred and seventy-three. In company with McCurdy, Corey left Needham at 10.30 P. M. and proceeded to Wellesley and then to the great signboards, where the riders were met by Arthur Sidwell. From there a quick run was made to the reservoir, arriving at 11.50; distance one hundred and ninety-two and a half miles. After Corey left Needham, Huntley rode direct to the reservoir, arriving at 11 o'clock, his distance then being one hundred and seventy-seven miles. After a few minutes' rest they both started to ride as far as possible in the remaining hour, McCurdy keeping in company all the way. While Corey was getting a little rest, Huntley had gone three times around the reservoir, being checked by Sidwell and Page, making his total riding up to twelve o'clock a trifle over one hundred and eighty miles. At twelve o'clock the wheels were set in motion, and at 12.53 Sidwell, who had the watch, stopped and turned toward Brighton.

At precisely one o'clock Corey dashed down Chestnut Hill avenue, and landed right in front of the Faneuil House, with McCurdy, Page, Huntley and Sidwell close at his heels. Four policemen who were on the corner checked McCurdy's cyclometer. Total distance for Corey for twenty-four hours, two hundred and three and one eighth miles, and for Huntley one hundred and ninety-one. Both men and machines were in good condition, no break having occurred throughout the day. We have a large batch of postal cards sent to us from the different places by the riders, and these are certified in many cases by policemen and other disinterested persons who checked the riders.

#### Handles and Steering Wheels.

IT might have been thought that the march of events had quite convinced everybody of the absurdity of putting handles so far back as they regularly are on loop-frame tricycles. Years ago, in *The Tricyclist*, I called attention to the advantages of putting spade-handles

more forward than was then the case; and the London Editor of *The Cyclist* has since dwelt upon the importance of making spade-steering handles laterally adjustable; but notwithstanding the constant proofs afforded us by such machines as the "Humber," "Cripper," "Cruiser," "Quadrant," "Cumber," etc., the manufacturing interest is still blind to the truth that the speed of these machines is mainly due to the position of the rider, and that without forward handles the rider cannot assume the most advantageous position. So we are still asked to buy tricycles with spade handles alongside or even behind the saddles, and the single-front-steerer of the age is voted slow *because* it has not handle-bar steering. A very exemplary instance of the truth of my theory that *speed* is dependent mainly upon *position*, is afforded by the "Quadrant" racer, which steers by rack-and-pinion action, but with its handles in the same advantageous forward position as they would be if it steered by the bar proper. I recently persuaded the Centaur Company to make me a tandem with the front *spade* handles placed in a line six inches forward of the crankshaft, and the result is admitted by the makers to be very successful indeed; this is an actual experiment with a side-geared loop-framed single-steerer, and there is no reason why every tricycle should not have its handles placed forward, whether it steers by bar action or rack-and-pinion. So convinced am I of the correctness of this, indeed, that I am having the bar of my racer altered, so as to place the ends still more forward than they at present are, my roadster "Quadrant" having handles farther forward than my racer; I find that with the handles of the racer in their present position I cannot pull at them so effectually, for a finishing spurt, as I can pull at the handles of the roadster, and it is the same, of course, up-hill on the road.

Here is another feature which no amount of hammering at seems to remedy. I know a maker who recently constructed a tandem to special order, but calmly ignored the customer's particular wish for a 20-inch steering wheel, sending the machine — otherwise capitally made — out with a miserable little 17-inch steerer. A more suicidal policy than this spoiling-the-ship-for-a-haporth-o'-tar cannot be imagined. — *Faied in Tricyclist*.

#### Clerical Wheelmen's Tour.

The Clerical Wheelmen's tour started from Niagara Falls on Tuesday, 4 August. A heavy rain, which prevailed in Western New York and Canada, put a damper on the spirits of many who intended to start, and the number was reduced to about twenty-five wheelmen. The start was made from the International Hotel (American side) on Tuesday morning, and the new suspension bridge crossed by the small body of wheelmen. What the weather could not do the customs offi-

cers could and did do. The sins of the "Big Four" tour were visited upon the next body of wheelmen who crossed into the Dominion. They were not allowed to proceed, the inspector of customs having given orders accordingly, and were brought to a halt at St. Catharines. In the meantime the commander of the expedition, Rev. Sylvanus Stall, of Lancaster, exerted himself with commendable diligence, and through the kindly interest of a member of Parliament, the bond was accepted and the party allowed to proceed *ad libitum*. The rear guard came up on Wednesday morning, and the scattered members of the tour were united on the Grand Trunk railroad train going toward Hamilton.

The first active wheeling of the tour — not to speak of the run across the bridge and from place to place on the Canada side looking up the proper authorities — took place when the wheels were disembarked on Thursday at 9 o'clock A. M. at Grimsby, the run being made to Hamilton, sixteen miles. The roads were fair, the day clear and cool, and the pedals were pushed with a zest which betokened pleasure in the apparent work. Hamilton was reached at about 11 A. M. by the advance, and the rear guard joined the main column some time after. The party at this time consisted of fifteen, and all kinds of machines were represented, as well as all denominations and all types of men. They were not wholly exempt from the common experience of the devotees of the wheel. The country lying between the falls and Hamilton is an excellent agricultural country. Hamilton, a city of 40,000 population, on Burlington Bay, has many points of interest, and the visiting wheelmen were escorted by members of the Hamilton Bicycle Club through the principal streets of the place. The entertainment at the St. Nicholas Hotel was good and the proprietor very hospitable. The printed programme called for a ride on the wheel to Galt. It also called for a reception at that place at an hour which made wheeling an impossibility, and resort was had to the cars.

No language can do justice to the superb view of the valley stretching along toward Hamilton to be had from the railroad train on the way to Galt; but the chief interest of the town centred at the latter place. It was indeed a gala day to the people, and they turned out en masse, to welcome their expected guests. Their only disappointment was in seeing so few, when they had expected more than fifty, and had made preparations as if to accommodate more than double that number. The line of procession was formed, and a march was made through the principal streets.

The Knox Presbyterian Church tendered the tourists a complimentary dinner in the lecture room of the commodious building. Right royally did they provide for the hungry cyclists, and very thankfully was the bounty partaken of. The rooms were gayly trimmed with ever-



greens, and flags of both nations; the tables fairly groaned under the weight of substantial hospitality; and the ladies, dressed in white and wearing the American flag in honor of their guests, made a beautiful sight. When an enormous quantity of the abundant provisions was disposed of, according to each man's capacity (and that is not small), the speech making began in the audience room of the church, which was also decorated with the emblems of the United States and England. The Rev. Mr. Swett, pastor of the First Presbyterian Church, made the welcoming address, which was responded to in a most happy manner by the commander of the Eastern division, Rev. Mr. Stall. Other addresses were succeeded by other clergymen of the town, interspersed with music.

#### Cycling Clergymen.

No better illustration of the change that has taken place in public opinion is wanted than the fact that several dozen of the smartest and most eloquent young clergymen in America are now doing the country astride of bicycles. These men are not city hoodlums nor college boys out on a lark. They are cultured men, fully impressed with the responsibility that their chosen vocation imposes. At their different churches they are consulted as guides in all questions relating to moral duty; they assist the weak, reprove the wayward, kneel by the dying and console the afflicted. And these men do not think it beneath their dignity nor degrading to their character to get on straddle of bicycles and roam over the country in short trousers and flannel shirts.

This is a good sign, and shows that these young divines appreciate the spirit of the times and participate in the joys of mankind because they are human and full of warm sympathy. Casting aside the cold, austere formality of their predecessors in the pulpit, they not only point toward a better life but lead the way in person.

If COTTON MATHER had been in the habit of riding a bicycle and taking a "header" or two every morning he would never have made such foolish talk as he did about witchcraft. — *Globe*.

#### Massachusetts Club.

THE regular monthly meeting of the Massachusetts Bicycle Club was held last week. The motion of Mr. E. W. Pope to raise the annual dues from \$12 to \$16 was deferred until the October meeting. A racing committee was elected, consisting of Messrs. A. D. Peck, Jr., A. L. Atkins, R. P. Ahl. It was voted to hold a road race immediately after the Springfield races. Messrs. Lewis, A. D. Peck, Jr., Patterson, G. E. Chandler, F. A. Pratt, E. W. Pope, Myers, Ethier, Lavelle and A. D. Salkeld, were appointed a committee on entertainment, and entertainments will be

given every Saturday evening, commencing with the first Saturday in October. Messrs. Dodge, Patterson and Lewis were appointed a committee to arrange for the entertainment of the Capital Bicycle Club of Washington, and it was voted to extend the hospitalities of the club to the visiting wheelmen. The race committee held a meeting Thursday evening, and outlined the following as a programme for the race meeting: A fifty-mile road race, open, for a gold medal and other prizes; a sixteen mile open tricycle race, for three valuable prizes; a fifteen mile bicycle race for club members only, and a twelve mile tricycle race, also open to club members only. Several prizes have already been donated by the cycle dealers of the city. Every effort will be made to have the races prove an enjoyable affair. The course will probably be from the club house to points at or near the reservoir and return.

#### Tandem Road Record.

Messrs. Geo. D. Gideon, and A. G. Powell, have been making fast time on a Humber tandem. On the 2nd of August, they rode ten miles over a portion of the Lancaster pike that has been twice carefully measured, making the distance in forty six minutes, including two stops for toll and refreshments. The return was made in thirty-nine minutes, and the twenty miles in one hour and twenty-five minutes.

#### Massachusetts Division.

A MEETING of the Massachusetts division, League of American Wheelmen, was held at the Bay State House, Worcester, 5 August. The secretary's report showed an increase in membership of two hundred and eighty-nine, and the treasurer's cash balance of \$183 19 on hand. Sanford Lawton, of Springfield, was elected secretary and treasurer. The invitation of the Worcester Aeolus Club to hold the annual fall meet in Worcester was discussed and accepted, the date being left open for the decision of the board of officers. It is probable a satisfactory arrangement regarding full control of the track can be made with the Worcester County Agricultural Society, and that the meet will be held 24 September, the first day of the annual fair. It was voted that the board of officers of the State division extend an invitation to the League of American Wheelmen to hold its next meet in Massachusetts. After the appointment of various committees the meeting adjourned.

#### Notes by the Way.

A GREAT deal of trouble comes to us in this world by our unskillfulness in drawing lines. When we know how to draw lines correctly, success will attend us.

My first experience in drawing lines

was when, in my youthful career, I essayed to draw a straight line from one side of my copy book to the other. "Learn to cut a straight line," said my preceptor, "and you will soon learn to write." I tried to follow my copy closely, but I was not altogether successful at first, and my pen went often astray. I have tried to follow the lines which the world has drawn for me in after life, and I have not always been successful in my undertaking.

THE story is told of a fiddler who was expected to play at a country dance at one time. The party was assembled, when the remark went around that the player would not come that evening, for his wife had died that day. But the hour brought the fiddler, and he took his place and played jig and reel as merrily as ever. When asked how he could play at so melancholy a time, he remarked: "Yes, she's dead, but then you know she was not a blood relation, and I can bear her loss better than if she were." The fiddler drew the line of his grief with his blood relations on one side and the world on the other.

My friend Lothario is a gay fellow with the girls, and he changes his love with every moon; but he is a fellow of excellent taste, and he draws the line between the beautiful and the homely in woman. He regards not beauty of character or of mind, but draws his line with regard to personal charms altogether. *Per contra*, my friend Croesus hires a great many young ladies to write in his books, and he always selects the homely ones, for, says he, "Your pretty girl expects to get married some day, and she has no interest in her business; but your homely girl seldom sees a good outlook ahead, and as she feels that she must earn her bread through life, she strives to make herself useful." Here are two lines drawn, and there is reason in the drawing of each.

BUT there are some lines drawn which confound me. I have been brought up in America, where we regard a man for what he is, not for what his father or his ancestors were, and when I go abroad and see a line drawn clearly and closely between the man who is in honorable trade and the man who loafs through life, spending money earned by the sweated brows of others, I cannot but feel that the line is better drawn over here than there.

I HAVE been somewhat interested, of late, between certain lines drawn by those interested in the rivalry of sporting life.

THERE is a clean cut line drawn between the amateur and the professional in athletics. The amateur is a gentleman; the professional is a rascal. Every

# RUDGE SAFETY

COMBINES

SAFETY,  
SPEED,  
COMFORT,



HEALTH,  
PLEASURE,  
WEALTH.

203

Miles in 24 Hours.

Note what the Boston Herald of Aug. 10th says in regard to this wonderful performance:

"The machine ridden was a 36-inch Rudge Safety of the improved Kangaroo type, geared to 56 inches. These little machines are used very extensively all over Europe by persons who are afraid to run the risk of riding a bicycle, and where the roads are unfit for a tricycle, and to a great extent they are taking the place of the tricycle, being lighter and easier of propulsion, beside being just as safe and much less expensive."

SEE IT. TRY IT. RIDE IT.

— SOLE U. S. AGENTS. —

SEND FOR CATALOGUE.

RELIABLE AGENTS WANTED.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.



# THE 24-HOUR RECORD

Broken by L. D. MUNGER, of Detroit.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

# Apollo!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

SEND FOR CATALOGUE OF 18 STYLES OF BICYCLES, TRICYCLES, SOCIABLES AND TANDEMS.

A High Grade of Miniature Machines for Boys and Girls.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.

How many of the frequenters of Bailey's, at South Natick, know that where the fountain stands in the square, in front of the hotel, is where John Eliot, the apostle to the Indians, used to stand, under a magnificent oak, and preach the gospel in the Indian tongue.

Our local racing men are getting into trim. Burnham, Neilson, Gaskell, and Hunter train on the reservoir every afternoon. Hunter and Rhodes are both a little stiff and lame from recent falls. Gaskell is ten seconds better this year than last. Men who know, say that Neilson will astonish his friends at Springfield. Rowe and Rhoades will be at Springfield.

MESSRS. Gilligan, Holden, Williams, and Graves, of the Massachusetts Club, attended the funeral of Gen. Grant.

THE Pope 20-mile cup, having been won twice by D. E. Hunter, on a Royal Mail, has been transferred to the headquarters of this favorite wheel, and is now adorning the windows of Wm. Read & Sons.

IN the account of the wheels used on the Big Four Tour, a mistake was made in the number of Royal Mails, there having been fifteen of that make in the party instead of five.

BOSTON has been flooded with tourists for the last month. There were six of the Florence Club, being escorted and entertained by the Massachusetts men. Messrs. Hannaford and Hamilton, of the Morisania wheelmen, of New Jersey, were riding over our sandpapered drives the first of the week, while some of the remnants of the Big Four are still with us.

THREE members of the Florence, Mass., Club, wheeled from that town to Boston last week, 102½ miles, stopping at Worcester en route. They were: W. H. Wyman, on a tricycle, and Messrs. Wm. Haden and C. E. Davis, on bicycles. Two members of the club, A. Hill and H. Haven, joined them at Worcester. The party went at once to Nantasket, where they are sojourning for a short time.

LEWIS B. HAMILTON, of Waterbury, Conn., met with a serious accident while training at Hampden Park, Springfield, last week, which will not only prevent his making the attempt to ride twenty miles within the hour, but will also make it impossible for him to participate in the tournament. He was riding with William A. Rowe, and while going at a 2.50 rate, attempted to pass him. The handlebars of the two machines came in contact, and the shock threw Hamilton violently to the ground. His left arm was fractured below the elbow, and his wrist was dislocated. The injuries were attended to by Dr. Rice. Rowe retained his seat and was not injured.

ENGLEHEART, the Kangaroo, will be at Springfield, and show us the way to ride the Kangaroo.

THE Missouri Club entertained Fred Russ Cook, last week. He stopped over at St. Louis on his way to Springfield.

SELLERS has announced his intention to race at a meeting under athletic rules. If he does it means suspension from the track.

MR. W. B. PAGE, of Philadelphia, has ridden 5,775 miles in three seasons. He rides the roughest roads and frequently crosses mountains, but his repairs have been very light. His tour of 1882 covered 1,040 miles. His riding in 1883 amounted to 2,784 miles, of which 713 was done on that year's tour, the greatest distance covered on any one day of it being 102 miles. In 1884 he covered on his tour 1,415 miles, and beside that 546 miles. He rides a Columbia.

THE tricycle record has been hanging very low; but Huntley has lifted it up a bit, and we believe it will hang where it is unless Johnson on a Ripper, or one of the Quadrant men, push it a little higher.

THE Invincible machines will be represented in America once more. Gideon, of Philadelphia, has the agency. The Invincible tricycle is one of the best made.

FOR several years tourists into Canada have been greatly bothered by the custom house officials requiring them to give bonds for the safe return of the machines. Burley B. Ayers, chairman of the League's transportation committee, has for three years past labored to have the rules changed, and at last the custom house has ruled free admission to bicycles which have been used. We published the official order a few since.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Mrs. Allen's Record.

Editor *Bicycling World*:—One would think from London W.'s remarks in the *World* of 24 ult., that there was some trade mark on breaking records, that belonged wholly to men. If there is any peculiarity about it that belongs to men alone, I, in all my riding, have never been able to find it. I do not think much of riding just for the sake of breaking a record, for either sex, myself; but still if any one wants to do it, I for one would not hinder him in it. I fail to see where it can be more disgusting for a woman than for a man. I rejoice that Mrs. Allen has the strength to ride such a distance, and am glad that Mr. A. does not take the same view of it that London W. does. If there were more of such men there would be more wives able to take such long jaunts, and very many less doctor's bills to be paid, which would be no small item. Think of the broader, freer life this out-door riding is opening to

women in the way of taking them from the sewing machine and carrying them out into nature's free air. I rejoice in the bright future that is before them.

BROCKTON.

CHICAGO, 3 August, 1885.

CHICAGO BRANCH HOUSE,  
POPE MANUFACTURING CO.:

Gentlemen,—I consider the Columbia Racer to be the best machine I have ever owned. I have given it a most severe trial,—in fact other machines receiving the same use, have broken, spoke after spoke, while not one has been broken or even loosened in mine, and my racer is from two to seven pounds lighter than any other machine used on our track.

It was upon this machine that I won our club championship, 25 July.

Last Saturday afternoon, while spurring at full speed, I slipped my pedal and took a terrible header, but the machine did not receive the slightest injury.

I believe it is the strongest and easiest running machine built.

Respectfully,

(Signed) N. H. VAN SICKLEN.

## EXOTICS

At the Alexandra Park races, 23 July, in a superb three mile scratch tricycle race P. Furnivall defeated R. H. English after a tremendous tussle by six inches, in 8m. 34s., but two seconds behind the record. Webber made the first mile in 2.52½, and the two miles in 5.47½. Speechly and Thompson also competed.

THE 25 mile English amateur championship was run at Ayleston road grounds, 25 July,—English, Cripps, Webber, and Terry starting. English won by a foot from Cripps in 1.20.13. Terry eight and Webber ten yards in the rear.

MESSRS. Engleheart, Webber, Sinclair, English, Cripps, James and Wood will come over in Etherington's party.

WHEN Webber broke the mile record in 2.39½, he started from scratch. Engleheart, who won the race, started from the 120 yards mark and made the distance in 2.35½.

UNDER the title of "The Badminton Library of Sports and Pastimes," Messrs Longman & Co., of London, propose issuing a series of half-guinea volumes, dealing with field sports, national games and pastimes. The Duke of Beaufort, assisted by Mr. Alfred E. T. Watson, will edit the series. Each volume will be written by writers possessing special qualification in their respective departments, and where necessary, the various volumes will be illustrated by colored illustrations, or engravings by competent artists. Viscount Bury, assisted by G. Lacy Hillier, will write the volume on "Cycling."



## RACING NEWS

WASHINGTON. 1 August. — Professional and amateur races. *One Mile, Bi. v. Tri.*, — H. Higham, tri. (1), 3 37 3/4; Louise Armaingo (2). *Half Mile*, — Wm. E. Crist made an attempt the record, but fell after going twenty yards. A second attempt resulted in a fall, and then Crist retired. *Two Mile, handicap*, — Brown, 6s. (1), 6 22 3/4. *Half Mile, Unicycle*, — Run for a record. Horace Snodderly, 3.35. *Five Mile, Bi. v. Tri.*, — Louise Armaingo, bi. (1), 20.15 3/4; H. Higham, tri. (2). *One Mile*, — Dead heat between Barber and Snodderly. Run off later, when Snodderly won in 3.26 3/4.

SECOND DAY, 5 August. — *Twenty Mile*, — H. W. Higham (1) 1.18.30; Mlle. Armaingo (2). *Two Mile*, — H. Snodderly (1), 6.37. *Half Mile, against time*, — P. Seufferle, 1.28 3/4. *One Mile, against time*, — Tom Eck, 3.05. *Half Mile, Unicycle*, — H. Snodderly, 2.57.

TWELVE members of the Montreal (Can.) Bicycle Club participated in the annual handicap road-race of that organization Aug. 1. Result: George Darling 7m., first, in 1.9.32; J. T. Gnaedinger, 5m., second, in 1.10.23; W. A. Murray, 4m., third, in 1.10.45; G. S. Low, scratch, fourth, in 1.7.23. L. J. Smith and W. T. Rodden went over the distance in a sociable in 1.31.32.

THE Ramblers' fall race meeting is at last taking definite shape. Originally it was intended to give a three-days' meet, but it is now deemed advisable to limit the tournament to two days. At present the dates spoken of are Friday and Saturday, Oct. 2 and 3—the week immediately preceding Fair week—but it is not at all improbable that these dates may be changed until the Saturday after the Chicago races, which take place early in October. By the latter plan it is thought (St. Louis can induce the Eastern men who attend Chicago's tournament to come as far west as St. Louis, and thus help to swell the entries.—*St. Louis Critic*.

The East Hartford, Conn., wheelmen have formed an association for the purpose of constructing a bicycle track, and have elected the following to serve as directors; E. J. McKnight, M. D., H. E. Bidwell, L. S. Forbes, J. O. Goodwin, C. B. Ripley, D. D. Bidwell and S. A. Pratt. Work has already been commenced on the track, and promises to be a speedy one.

PRINCE is training on the Cleveland athletic track. He had a bad fall last Friday, but was not seriously hurt. He intends to try to break the records up to 50 miles on this track.

THE second annual tournament of the Omaha Wheel Club will be held 9 and 10 Oct.

THE third annual meet of Minnesota wheelmen will be held in Minneapolis,

22 September. The parade and business meeting of the State division will occur in the forenoon, and the races in the afternoon. The races will include a contest for the Pope cup. The following is a list of the contests already arranged: One mile, open; one half mile, L. A. W. State championship; five mile, North-western championship; three mile, tug-of-war for clubs; two-mile, State championship; one mile, 3.30 class; twenty mile, for Pope cup; one half mile, novice race; one fourth mile, consolation race.

HARRY HIGHAM, the professional, and Wm. E. Crist, the amateur flier, have formed a copartnership, and have opened a store for the sale of wheels in Washington.

PROGRAMME of events at the tournament of the Troy Club, 3 September next: One mile, novice; one half mile, Troy Bicycle Club; one mile, tricycle; five mile, club championship; one mile, bicycle amateur; two mile, Rennselaer County championship; one mile, without hands; three mile, record race; slow race, fifty yards; consolation race, one mile. Entries close 29 August, to L. J. Thiessen, 280 River street, Troy, N. Y.

ARRANGEMENTS have just been completed for a great international handicap bicycle race, open to professional riders, to begin at the Athletic Park, Washington, on Monday, 21 September, for a purse of \$500 in gold, divided into five prizes, mile heats. The entries will be limited to twelve men. Twelve heats will be run each day, the winner of the greatest number of heats to receive first prize.

## WHEEL CLUB DOINGS

STAR CLUB, St. Louis. Officers elected: President, Newton Crane; vice-president, E. H. Gorse; secretary and treasurer, W. W. Carpenter; captain, H. W. Greenwood.

HELENA (Montana) CLUB. Organized 21 July. Officers: President, S. Carpenter; secretary and treasurer, Newman Holter; captain, T. H. Sharpe.

## CYCLISTS' TOURING CLUB

FRANK W. WESTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.  
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts.—F. A. Pratt, Concord, Mass.  
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.  
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.  
New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.  
New Jersey.—L. H. Johnson, Orange.  
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
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SUBSCRIBER.—It is Coca, not Cocoa. It can be had in liquid form or in leaf. Many chew the leaves. You can also get wine of coca. We can give you no advice as to its use, for everything depends on your condition and what you wish to do. We do not believe a man gains much by the use of stimulants, and we do not advise their use. (2) The original form is the most popular, and we think the best.

C. E. JOHNSON.—We want full statistics or none. The time in which a race was run, without the names of contestants, is unsatisfactory.

W. W. CARPENTER.—Very neat and tasty.

## FIXTURES

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

2 and 3 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

3 September: Races of Troy Club, Island Park, N. Y.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

22 September: Races of Providence Club.

9 and 10 October: Tournament of Omaha (Neb.) Wheel Club.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

SLAUGHTER:—51-inch nickelled "Star," \$55; 51-inch dropped bars and every accessory, cost \$145; \$75; 52-inch Columbia, \$45; 53 full nickelled "Club," balls all round, lamp, cost \$170, \$80; "Columbia" and "Victor" Tricycles, lamps, etc., run one hundred miles, \$110 each; 42 special facilities; 50, 52 and 54-inch Am. Clubs; 50 to 56 Standards; 51 Columbia Light Roadsters; 52 and 54-inch "Experts"; 20 others, all sizes, dirt che p. to close. Send stamp for list. N. Y. BICYCLE AGENCY, P. O. Box 2434.

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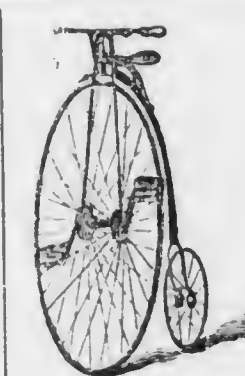
Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

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54-inch Victor, new, of course, this season, and exchanged for larger size, same make, best order \$115.00.  
58-inch Sanspareil, light, Columbia Ball Bearings, in good order, \$75.00.

58-inch Rudee Semi-Roadster, weighs 38 1/2 lbs. (actual). Just the wheel for poor tracks or ordinary roads. Best possible condition, \$95.00.  
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## Annual Race Meeting OF THE Connecticut Bicycle Club

— WILL BE HELD AT —

CHARTER OAK PARK, Hartford, Wednesday and Thursday, September 2 and 3, 1885.

TWO THOUSAND DOLLARS IN PRIZES!

This Track is Unsurpassed, holding the World's One-Mile Record of 2.39. All the Fliers will be there.

## PROGRAMME.

## FIRST DAY—2 September.

- 1—1-MILE NOVICE RACE. Prizes: 1st, Gold Medal, \$20; 2d, Silver Medal, \$15.
- 2—1-MILE Tricycle Race. Prizes: 1st, Colt's Repeating Rifle 15 shots, \$50; 2d, Silk Umbrella, \$12.
- 3—5-MILE PROFESSIONAL RACE. Prizes: 1st, \$85 cash; 2d, \$25; 3d, \$15.
- 4—1-MILE AMATEUR RACE, OPEN. Prizes: 1st, Two-Track Columbia Tricycle, \$160; 2d, Picture, \$20.
- 5—FANCY RIDING BY D. J. CANARY.
- 6—5-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prize, Gold Medal, \$50.
- 7—1-MILE, RIDE-AND-RUN RACE. Prizes: 1st, Gold Medal, \$30; 2d, Silver Medal, \$15.
- 8—10-MILE AMATEUR RECORD RACE, OPEN. Prizes: 1st, Columbia Light Roadster (given by the Weed Sewing-Machine Company), \$155; 2d, Engraving, \$50; 3d, Clock, \$15.
- 9—3-MILE RACE, 9.45 CLASS. Prizes: 1st, Gold Medal, \$45; 2d, Silver Medal, \$15.
- 10—1-MILE TUG-OF-WAR RACE. Prizes: 1st, Picture \$35; 2d, Rug, \$20.

## SECOND DAY—3 September.

- 1—1-MILE RACE, 3.00 Class. Prizes: 1st, Gold Medal, \$40; 2d, Silver Medal, \$20.
- 2—5-MILE L. A. W. CHAMPIONSHIP RACE. Prize: Gold Medal, \$50.
- 3—10-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 4—3-MILE AMATEUR RACE, OPEN. Prizes: 1st, Ball-Bearing Sewing Machine, \$65; 2d, Field Glasses, \$25.
- 5—3-MILE TRICYCLE RACE. Prizes: 1st, Stop Watch, \$45; 2d, Clock, \$25.
- 6—3-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prizes: Gold Medal, set with Garnet, \$40.
- 7—1-MILE SAFETY BICYCLE RACE. Prizes: 1st, Gold Medal, \$25; 2d, Silver Medal, \$10.
- 8—1-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 9—5-MILE AMATEUR RACE, OPEN. Prizes: 1st, Colt Shot Gun, \$100; 2d, Picture, \$45.
- 10—1-MILE CONSOLATION RACE. Prize: Gold Sleeve Buttons, \$20.

ELEGANT SPECIAL MEDALS WILL BE GIVEN FOR ALL RECORDS BROKEN.  
WHEELMEN, plan your vacation so as to be present at the Two Greatest Racing Events of the Year, — Hartford, September 2 and 3, and the following week at Springfield.  
ENTRANCE FEES: Amateurs, \$1.00 for each Event; Professionals, 1-mile, \$5.00; 5-mile, \$5.00; 10-mile, \$10.00.  
Address R. F. WAY, Box 1025, Hartford, Ct.  
ENTRIES CLOSE AUGUST 27.



## GRAND BICYCLE TOURNAMENT

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2:30 P. M.

The Prizes will amount to \$500,  
a list of which will be  
printed soon.

### EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional.  
\$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. Bi. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. McAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race, for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

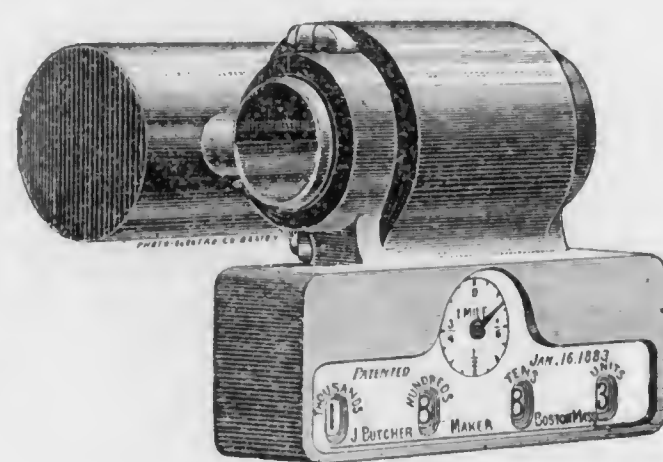
## BINGHAMTON.

The Bing. Bi. Track Association has just completed its new five-lap track on the Base Ball Grounds, and it will, undoubtedly, be the fastest track in this vicinity.

The Binghamton Club have decided to hold their Third Annual Race Meet, Sept. 15, and an interesting programme is now being prepared. A liberal amount will be expended for prizes, and no doubt a large number of crack riders will enter. The N. Y. State division has assigned us one State championship bicycle race, the distance not yet decided.

## The Butcher Cyclometer,

IMPROVED FOR 1885.



Can be read from the Saddle and used with a Hub Lamp.

Price - - - \$10.00

Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with.

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## QUADRANT to the FRONT!

Dorchester, July 25.  
15-Mile Tricycle Road Race.

The QUADRANT Won!

Ridden by a comparative novice over a strong field.

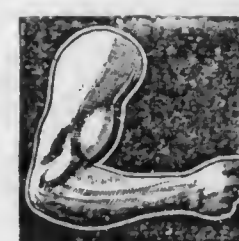
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Home School for Physical Culture,  
Mention this Paper. 19 East 14th st., N. Y. City.

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For general use on bicycles, tricycles, and other articles.

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Price, 50 cents a bottle, with camel hair brush.

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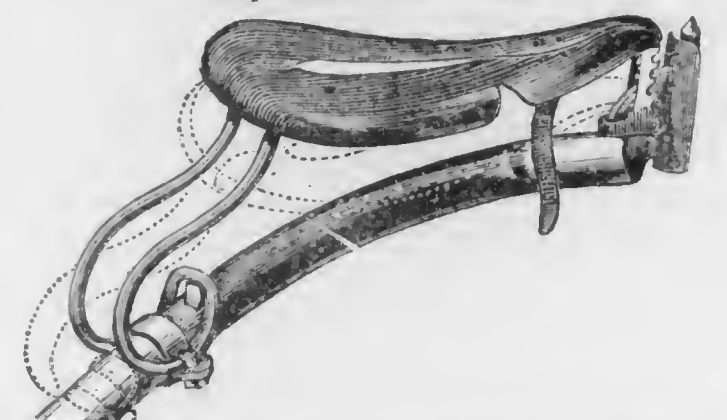
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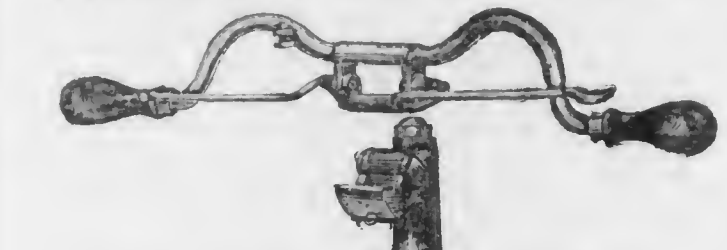
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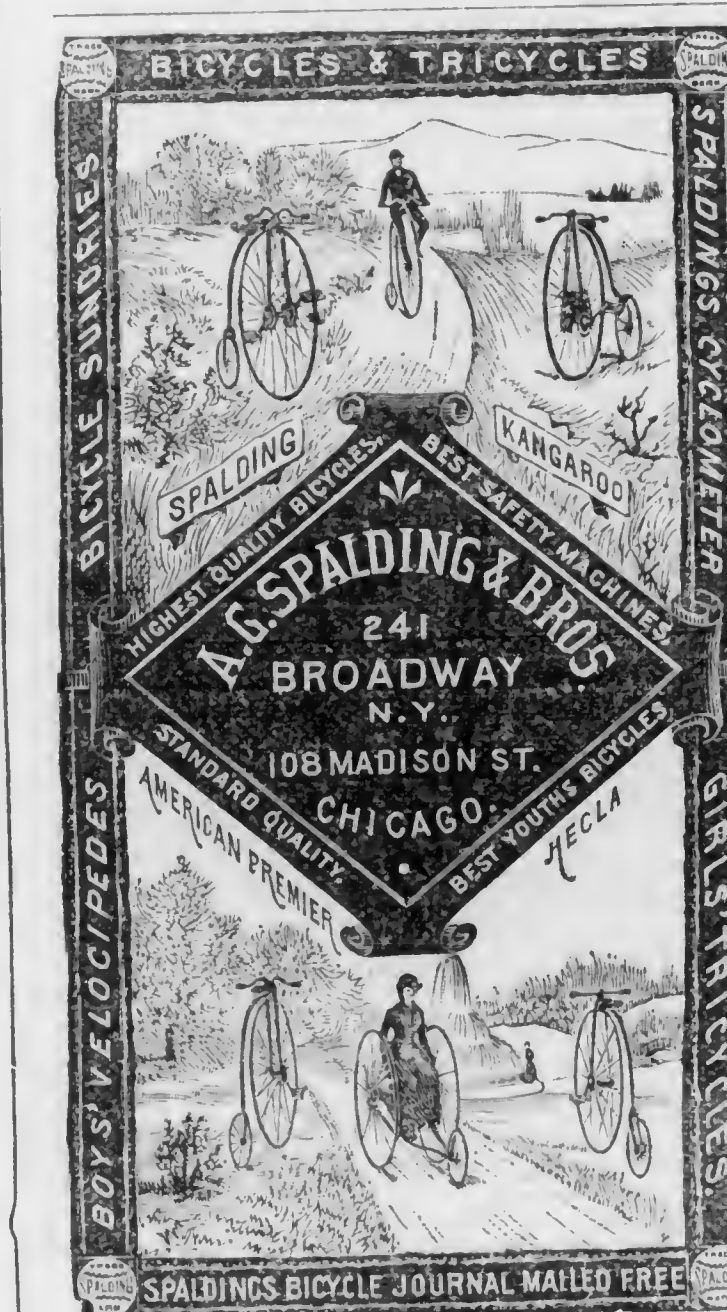
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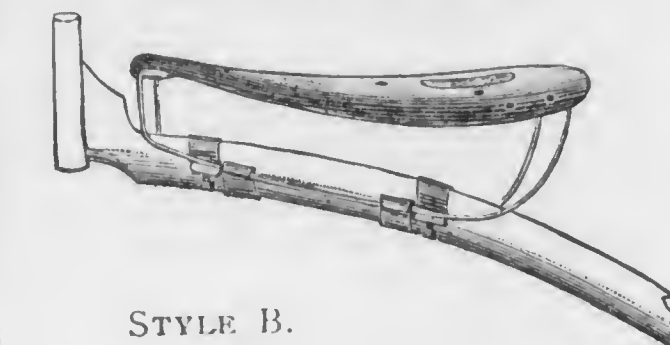
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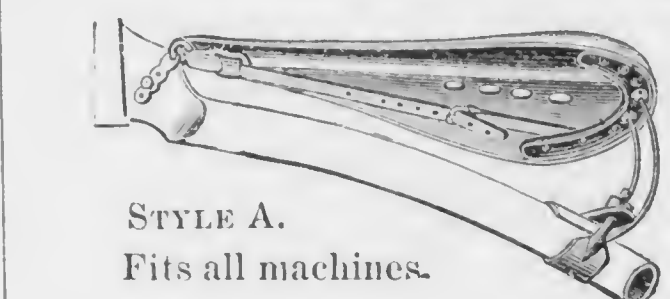


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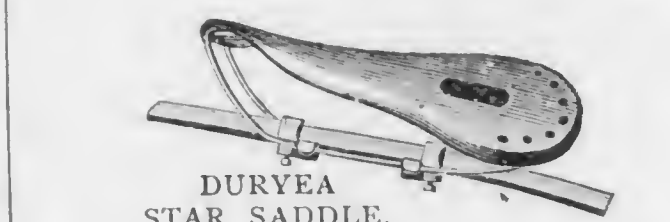


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Prince's Record of 2.39 was made on a Duryea.

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Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. Reliable agents wanted. Remit by check, P. O. order, N. Y. Ex., or stamps.

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Burley's ADJUSTABLE SKELETON SADDLE. With Guarded Sides. THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

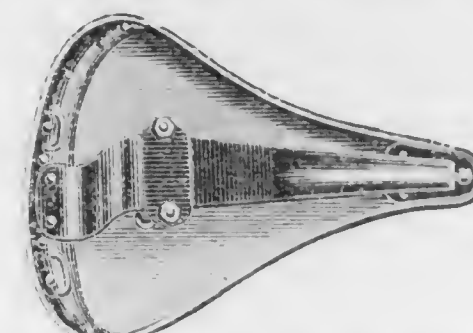
The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-seated tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle. A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads Bicycles; while its positive action, quickness in steering, and economy in pedalling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed. For further particulars address,

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BEFORE YOU BUY A BICYCLE. Of any kind, send stamp to A. W. GUMP, Dayton, Ohio, for large illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

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# MORE THAN ONE HALF

OF THE BICYCLES IN THE RECENT PARADE OF THE  
LEAGUE OF AMERICAN WHEELMEN,  
AT BUFFALO, N. Y., AND

*Of the machines ridden to the finish on*

**THE BIG FOUR TOUR,**

WERE

# EXPERT COLUMBIAS.

At Every League Meet the COLUMBIA BICYCLES have been in the Majority.

**FOR SEVEN YEARS**

THE OLDEST AND BEST RIDERS HAVE RIDDEN AT MEETS AND TOURS  
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**BETTER THAN A RACING RECORD.**

**PRE-EMINENTLY PRACTICAL.**

OFFICE OF

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The subscriber is Adjuster for the above Company, and in the discharge of his duties uses your 54 inch Expert Columbia. I have run the same something over 11,000 miles, in 14 months, over all kinds of roads, and am glad to say not one cent have I spent for repairs, and my machine is in first-class condition.

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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 21 AUGUST, 1885.

Volume XI.  
Number 16.

# VICTOR

The Annual Tricycle Race of the BOSTON  
BICYCLE CLUB was won on a

# VICTOR

By E. P. BURNHAM. Time, 1 h. 15 m. 4 s.

Three years in succession this race has been  
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The intent in their manufacture was to prevent the liability of headers. The mere fact that a wheel is *small* does not make it a Safety. A header can be taken from a small wheel as well as a large, in fact easier, as a small obstacle, which a large wheel would pass over, will cause a header from a small wheel. The Safety feature is in having the rider back from the axle, and the Kangaroo's patent of Safety consists in having its forks 2 1-2 inches in rear of axle, and *not* pivoted on it, making it **Impossible** to take a Header.

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All records completely obliterated! In selecting a Safety, take a *Safe* Safety, and do not be misled by the fact that a wheel is merely small in size.

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## THE FACILE

holds the following Road Records of the world:

Ten miles.....in 0h. 33½m  
Twenty miles.....in 1h. 15m. (21 miles actually).  
Fifty miles.....in 3h. 15m. (51 miles actually).  
Twenty-four hours.....covering **266 1-4** miles.  
Seven days.....covering 924 miles.  
The longest continuous ride.....covering 2,050 miles in 19 days.

It has *three times* broken the 24-hours' record. It has done 100 miles in 7½ hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and *all-the-year-round*, nothing in market can approach it. Get 1885 Price-List, and read all about it.

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With Chain. By Mail, 75 cents.

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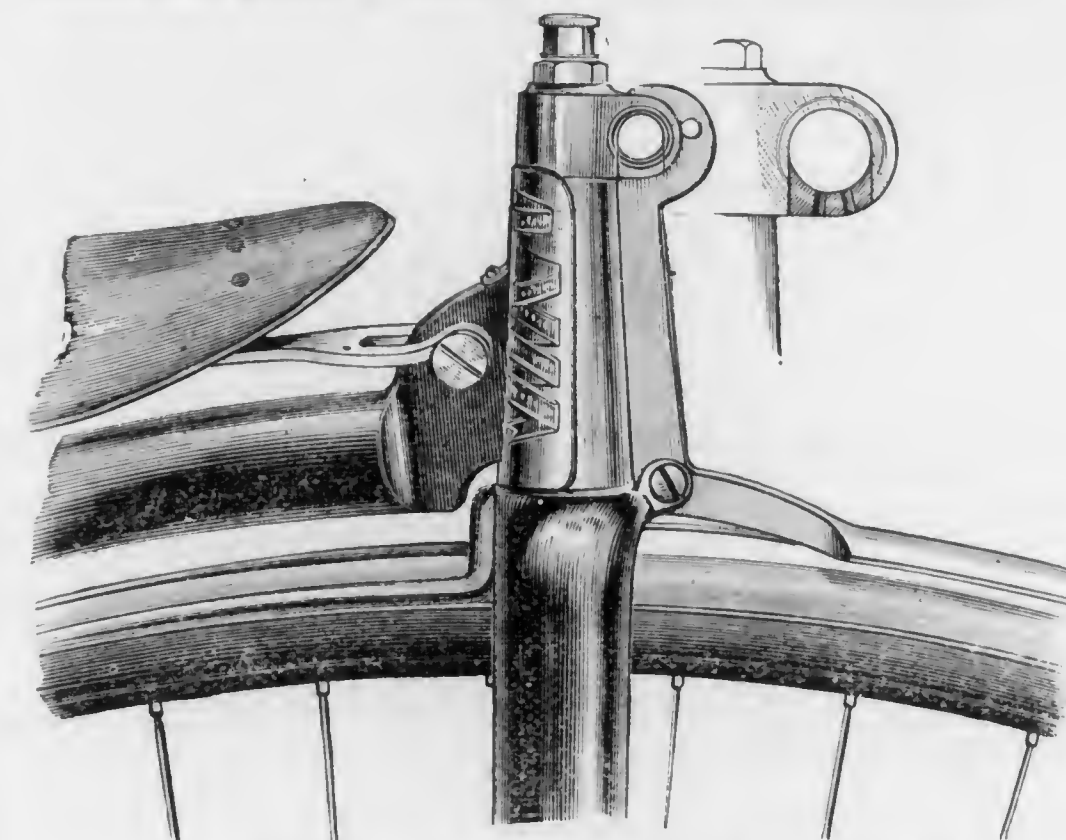
**OVERMAN \* WHEEL \* CO.**

179 Tremont Street, Boston.

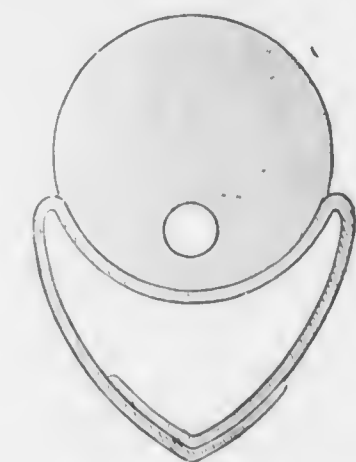
## The American, Pilot Roadster, Light Roadster, Safety, and Two-Track Tricycle

**ARE NOW READY.**

They are of the very highest grade every way. MANY NOVEL AND PATENTED FEATURES ARE INTRODUCED that are used in no other wheels. The American Pilot Machines are the only ones containing THE LATEST AMERICAN IMPROVEMENTS, combined with the best ENGLISH STEEL, WORKMANSHIP AND FINISH, and are conceded to be the most original, scientific and desirable ever offered.



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Section of new pattern Warwick hollow rim, used on the PILOT LIGHT ROADSTER, and wire compressed and cemented tire used on all Pilot Machines, the most elastic and durable tire made, and the only one not loosened by heat or cold.

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1-inch and ¾-inch best red rubber tires; direct spokes; Bown's Aeolus ball bearings to both wheels; detachable cranks; Aeolus ball pedals; elliptical front fork, semi-hollow back fork; 1 ¾-inch perch; Andrew's head, with long centres; dust shield, leg guard; 27-inch cow-horn handle bar; large horn handles; grip lever brake; Harrington's latest cradle spring, adjustable to rider's weight; suspension saddle, bag and tools. 4 ¾-inch hubs of burnished gun metal. Forks and perch are of best weldless steel tube. The head, neck, axle, cranks, bearings, rims, spokes, etc., are of best steel. It is very rigid, thoroughly well-made, and warranted. For strength, durability, and easy running power, it is equal to any machine made.

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Sizes 46 to 56 inch in stock.

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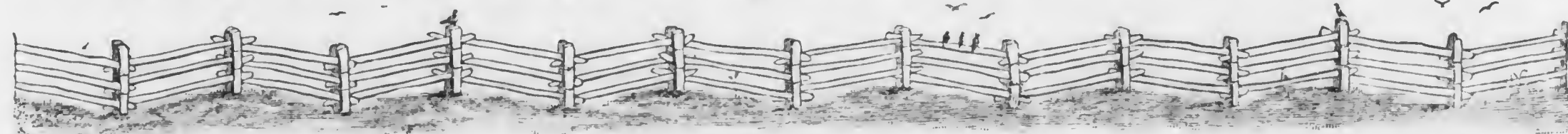


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Fifty Miles in 3h. 44m. 10s. : : W. A. Rhodes.

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The HALF-MILE L. A. W. CHAMPIONSHIP,

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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 21 AUG., 1885.

### VIEWS AND IDEAS.

The Springfield *Gazette* advances ideas on the amateur question which read very strangely.

"To THE TRUE AMATEUR A RIBBON IS PRIZE ENOUGH," is to say the least, not business. To contend for honor alone, is nothing. Honor is a hollow mockery, calculated to please dudes and silly young girls, and the wheelman who is content to race for honor, pure and simple, without any other reward, is too good for this world, and should transfer his scene of operations to the land of wings."

Friend Ducker is preaching a very strange doctrine, and his views are, to say the least, widely different from those generally held.

"CAN any one tell us what the BICYCLING WORLD would like to see on the path? It wants neither Americans, amateurs, nor professionals; Englishmen, ditto."—*Gazette*.

The WORLD would like to see ama-

teurs and professionals on the track, and each rider in his proper class. The man who rides for a silver service with the idea of getting it, and with no regard for the honor of victory is as much a professional at heart as though he contested for a purse. We want to see those who ride for gain, whether it be purse or trophy, on one side, and those who ride for honor on the other. We wish to educate the world to believe that it is no disgrace to race for gain, and we desire to see the classes on a social level.

JUST here we are at variance with the League, and with most of our contemporaries. We believe it within the bounds of possibility to establish an order of professionalism which shall entail no disgrace upon those who embrace it. The League and others view professionalism with abhorrence, and encourage men who are professionals in spirit to masquerade as amateurs.

THE League has taken a view of the amateur question, which we believe to be correct in theory, but it stops half way in the work of reform.

THE views of the *Gazette* are not correct in theory, and they breathe the spirit of professionalism under the cloak of amateurship.

"We cannot vouch for Hartford, but we hope that no tournament committee will have the audacity to ask a wheelman to race, say a ten-mile race, for a prize whose only value is \$50, and expect the said amateur to devote a month's time and thought to getting into shape; and we contend that no man should race ten miles without a thorough preparation. It is for this that we would have the prizes large enough to furnish an adequate compensation for time and money spent in preparing for the path. Our endeavor is to have races that shall prove an object lesson in cycling,—a pleasure to witness, and that shall be the means of reaching the public at large, and thus be a benefit to cycling."

We have given the *Gazette's* view on the amateur question, and now let us consider another. This is what Secretary Aaron, the official editor says in the *Bulletin* of the new amateur rule:—

"According to that rule, a racing man can accept a machine as a gift from a manufacturer; can promise to ride nothing else that season; can accept all his travelling and kindred expenses from that manufacturer and yet retain his amateur standing. This state of affairs we consider a disgrace to the well-known racing authority who offered the rule, and a still greater disgrace to the board of officers who allowed empty stomachs and a desire to get away for a

good time to influence them to neglect important work, the proper transaction of which was their main motive in coming together from all quarters."

Mr. Aaron might have added that the amateur can go to church and sing in the choir.

DISGRACE is a very hard word, and there is a want of calm and considerate judgment behind it. The "well-known authority" who offered the rule said of it that it was in harmony with the athletic rules, and with those of the N. C. U. If the rule is deficient, so are the rules of our sister associations. The new rule is stronger and stricter than that under which the League has been living for years, and the only change is in that direction.

THERE is a limit beyond which an association cannot go with safety in controlling the action of its members. The racing board provides a remedy for the evil suggested by the above criticism on the amateur rule, but it has little power to carry out its good intent without the co-operation of wheelmen. This it does not get.

AN amateur rule, such as the secretary editor would like, could not be enforced. It would be a dead letter on the books, and bring ridicule upon the League. The racing board has no power to get at the private transactions of individuals.

EDITOR AARON has advertised his ignorance of the amateur law. He has suddenly waked up to the fact that the law is not what he thought it was, and because the board of officers did not make an impracticable rule, he tells them that they have disgraced themselves. We have faith to believe that the officers knew just what they were doing, and we have no idea that they would put upon their books the law which editor Aaron would like to see.

ONE more view of the question has been put forth. The editor of the *Wheel* gives his views at length, and we commend them to the secretary. He presents a clear and logical view of the subject, and presents the matter in a proper light. He suggests the same solution to the question that we have outlined, viz., the rejection of entries, but thinks this power should not be used at important meetings.

"In an article some months ago, the



WORLD took the stand that the officers of clubs, tournaments, etc., had honors, but no prizes, and advocated the giving of something substantial as a reward. Now, if in one case, why not in another?" — *Gazette*.

We did nothing of the kind. Quoting some ideas from an English exchange regarding the establishment of an "Order of Merit" for the reward of those earnest workers in cycling who give their time and attention to the cause, and bring about tangible results in the progress of our sport, we intimated that it might not be a bad idea for the League to do something of this kind. We advocated no such thing as our contemporary avers.

SUCH performances as that of Mr. Corey on the Rudge Safety, are called "records," by courtesy, and the L. A. W. racing board does not consider them. Until the work of providing for and supervising road records can be done in a systematic manner, we doubt if the League will take them up. In England the roads are surveyed and marked by mile posts, and it is an easy matter to reckon the distance run if the route be substantiated. Here we have to depend upon cyclometer measurement, which is not always correct. All our road performances, however, have been taken from cyclometer measurement, and it is fair enough to contrast one with the other; but they can never be called "records" in the full signification of the word. They are notable events only, not records. The road taken by Corey was run over again last Sunday, and some of the distances claimed were found to be under-estimated.

#### Notes by the Way.

OCEANS of ink and mountains of paper have been expended over a discussion of the amateur question. And yet the world does not understand it. Don't be afraid, my friend, I am not going to discuss it. If the amateur rule were wiped off the books, the sun would rise to-morrow morning, the earth would spin around, and the cycle would flourish. Society would not be disturbed, nor would governments tremble on their thrones. Athletes are worshipping a thing of straw.

My friend Growzer is a strict moralist. He knows how the world ought to be governed, and he does not hesitate to say so. He was expounding a question of ethics to me the other day, and fell back upon the Bible as his authority. "But," said I, "the Bible says no such thing." "I don't care if it doesn't," said he, "it

ought to say it, and that settles it." I have talked with athletes on the amateur question, and have been surprised to find that they have taken a leaf from Growzer's book.

GROWZER is a tourist. He goes to Paris every year. In that whirlwind of pleasure and fashion, he finds delight. "But why don't you go somewhere else once in a while?" said I, the other day. "There isn't anywhere else," said he. "I am satisfied with Paris. And I don't wish to go elsewhere." Poor Growzer, within the walls of the French capital, is all that he can wish for, and the great big world outside has no charms for him. It would seem that the modern cycle tourists find good roads nowhere else but in Canada, and although America has a few highways of her own, our wheelmen prefer to travel over ground well worn by the spider-wheel of former times. I am informed that next year's big tour is to Canada.

WHO has not coasted adown a hill? Adown is a good word. We don't coast down a hill, we climb down it. The word "down," is from the Saxon, "dun," a hill. Its opposite is a-dun, *i. e.*, a lowland, a descent. Our ancestors used to say, "going adown," and the word is now used in poetry, and by old people. And yet, I firmly believe that cyclers will think they can coast down hill, even after this elaborate explanation.

THE eccentricities of the female character are past finding out. Daisie would have us believe that the four lone females on their tour enjoyed themselves, and I really think she believes they did. But they didn't. True happiness never goes to goose or gander parties.

My friend Chris Wheeler hails from the Quaker City, and like all wheelmen from that city of strict morals, he hates a maker's amateur. And yet he speaks of "Harry Etherington and his crowd of jolly good fellows" who are coming over. Now be it known, that this "crowd of jolly good fellows" is every one a maker's amateur, and not one of them would be invited to a Philadelphia meeting.

If I were to go into a tricycle race, I should want to get the lightest possible machine, and then I should want to be pushed off the mark. Good authorities pretend to compare the speed of bike and trike, but no fair comparison can be instituted till both machines start in the same way. Let us push the trike, or start the biker from a stool. [Under the new rules the tricycle will be pushed off, Mr. By. — Ed.]

I READ in the WORLD, the other day, about an arrangement of sails for the propulsion of a bicycle, and it was stated

that the first trial was a failure for want of wind. A great many men do not ride a machine, because they cannot "raise the wind" to get one.

I CAN imagine from all that I can hear, that the "Cyclone" will create a breeze on the race track. Cyclones generally sweep everything in their path.

It seems to me that we might make more of Chestnut Hill than we do. Every Sunday sees a gathering of wheelmen at the rendezvous, and every evening the boys are to be seen spinning about the lower basin. A roadside inn thereabouts would coin money. Of course it should be a temperance inn. It has been said that the poorest rum is kept at the temperance houses. Shandygaff, when well prepared, is a drink fit for the gods.

SPEAKING of rum, I am reminded that the *Maine Sportsman* has suspended. Sporting papers find their best field of news in the professional sports. I don't think professional sports will ever flourish under the prohibitory law.

TALKING with a pretty young lady at the beach, last week, I noticed that she wore a League badge. "Do you belong to the League?" queried I. "Oh no," said she, "but they do." "They?" said I, "who may 'they' refer to?" "My three summer conquests," said she; "they all belong to the bicycle League, and each one of them gave me a badge for a keepsake. Are n't they pretty? This one has a diamond, the others have rubies."

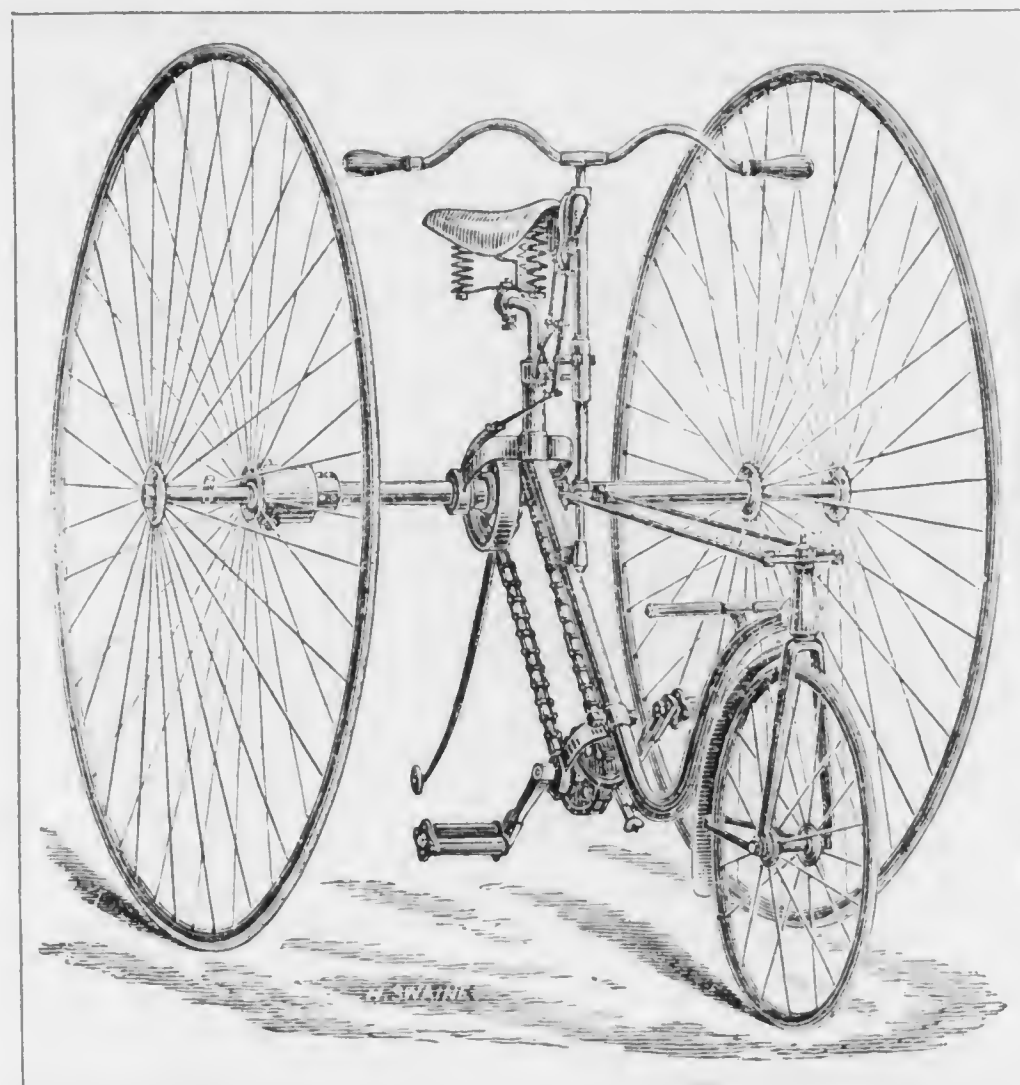
I DON'T know that these were prizes won in a contest. If they were so obtained, here we have a good case for the racing board; for these men sold their badges for the glance of a lady's black eye. I am inclined to think that the men were sold as well as the badges.

AND so do we go through the world, leaving our marks as evidences of our passage, and casting aside our best thoughts and our best jewels.

#### BY THE WAY.

HE was a cyclist and an American, and from the game manner in which he raced every one admired him, and universal sympathy was felt when he fell off his machine and sprained his ankle, and one enthusiast rushed into the dressing tent where he was writhing in agony, and offered him all sorts of remedies, to which the American turned a deaf ear, until at last, worn out with the man's cackle, he looked up at him and said solemnly, "Look here, stranger, air you, or air I, boss over this here sprain?" and they removed the would-be medical on a stretcher. — *Wheel Life*.

## MANUFACTURE



The Ranelagh Club Tricycle.

MANUFACTURED BY THE COVENTRY MACHINISTS' COMPANY, LONDON, ENGLAND, AND 239 COLUMBUS AVENUE, BOSTON.

THE Ranelagh Tricycle was seen by the public for the first time, at the Springfield tournament of 1884. The manufacturers made an effort to get it finished for Mr. Gaskell to ride during the tournament, and succeeded in getting it ready all but a coat of enamel. It was brought over to America by Messrs. Bale and Gaskell, who represented the Coventry Machinists' Company, at Springfield, and was placed on inspection in the office of the Massasoit House, in company with the new club tandem, which was also the first machine of its kind seen in America. The little Ranelagh in its coat of lead-colored paint attracted much attention from wheelmen, and many were the comments made upon the novel machine. It was the first bicycle steerer our wheelmen had seen. The hemmed-in position of the rider was the first thing noticed and objected to; but when the many good points were gone over, the first objection was dismissed as of minor importance. Now that the handle bar steerers have multiplied, a chance is given to compare them one with the other, and it is only fair to say that the Ranelagh does not suffer by comparison. The machine was named the Ranelagh in compliment to the Ranelagh Harriers, the club to which Mr. Gaskell belongs. The Ranelagh is to all intents and purposes an Imperial Club with a new steering arrangement. It is centrally geared, according to the

most approved pattern, and is provided with the simple and useful means of tightening the chain used by the company. The band brake is applied by pressing down a lever with the foot, as it was a matter of difficulty to fit a grip handle to the handle bar. The brackets holding the side handles in the Imperial Club are dispensed with, and in place of these the frame is made to rise vertically from the central tube to the level of the saddle, where it carries a broad bicycle handle bar, adjustable for height. From the lower part of this vertical frame two rods extend side by side to the head of the front wheel, somewhat like reins, and every movement of the handles is thus directly communicated to the steering wheel without any of the loss of rigidity incidental to the rack and pinion method of steering. Of course the machine has to be mounted from behind, and this is a little awkward at first; but with low wheels, low axle and a little practice it is easy enough. The weight is carried, upon a saddle provided with a series of coiled springs, and is as nearly as possible poised over the driving wheels, whereby much of the jolting usually inseparable from the small wheel of a front steerer is avoided. The steering is erratic at first, but is soon mastered, and when under control is perfect in its action. The Ranelagh has taken well in Boston, as it also has in London. The first invoice was taken up at once, and a second lot was cabled for. We have taken pains to make inquiries of those in this vicinity who use this wheel, regarding its merit, and we find them enthusiastic in its praises.

President Henry W. Williams' Twelve Suggestions for Safe Riding.

PRESIDENT HENRY W. WILLIAMS, of the Massachusetts Bicycle Club, has compiled the following rules, which will be read with interest:—

#### I.

- Select a bicycle that is
  - a. Small enough to avoid the necessity of stretching for the pedals.
  - b. A full weight roadster.
  - c. One which has a full inch tire on its driving wheel.
  - d. One which has a good brake.
  - e. Without a cradle spring or any spring capable of a sidewise movement.

#### II.

Set the saddle well forward.

#### III.

Do not use rubber soles, unless you intend never to mount a wheel without them.

#### IV.

Sit erect. Do not lean forward.

#### V.

After you have once acquired the art of riding with "hands off," leave it and similar accomplishments to "trick riders."

#### VI.

Learn thoroughly the art of "treading back."

#### VII.

Cultivate quick pedalling.

#### VIII.

Do not coast.

#### IX.

Ride down hills, feet on pedals, at a good, but not a reckless, pace. Do not crawl down slowly.

#### X.

Take rough, rutty, and sandy places at a good speed.

#### XI.

When you are in a bad place, don't lose your head, but stick to your wheel. It will almost invariably take you through.

#### XII.

Learn to spring back and grasp the backbone, and you are prepared for almost any emergency.

#### NOTES.

- 1a, 8. Have special reference to the danger of the feet slipping the pedals.
- 1c, 7. Have special reference to the danger of the feet flying off.
- 1e, 6, 7, 8, 9. Have special reference to the danger of falls going down hill.
- 1b, 1d, 1e, 2, 4, 9, 10, 12. Have special reference to the danger of headers.



### From a Feminine Point of View.

I SUPPOSED that no one would arise to controvert the position taken by "London W.," anent the performance of Mrs. Allen; but I find there is one of your readers who glories in her triumph, and would have other women follow her example. Heaven forbid!

DOES not the whole thing hinge upon the manner of doing, rather than upon the thing done? If Mrs. Allen, in the pursuit of a worthy object, was called upon to ride two hundred miles, and proved herself equal to the task, we would throw up our caps in laudatory praise of her achievement, and would say, see what woman can do! But when the feat is undertaken merely for the sake of making a record and getting her name into print, I, for one, cannot applaud it.

We all admire the strength and endurance shown by our English sisters in walking. Your average daughter of Albion walks with a strong, firm step, and is equal to a much severer task than her American sisters. They walk more and to greater distances over there, and when they come among us we cannot but admire their ability in this direction.

I WAS sojourning at an inland hotel last fall, and there was an English family with us, including two daughters, aged, respectively, eighteen and twenty. I used to see them from my window, starting off at day-break for a walk of ten or fifteen miles, and when they came back with roses in their cheeks and bright smiles lighting up their faces, I used to envy them their robust health and strength. We rarely hear of American girls in connection with long walks.

I USED to enjoy my English acquaintances, and I was glad for them that they were able to do what they did; but I think the charm would have been taken away had they given public exhibitions of what they could do. Let us be womanly by all means.

I SAY, let us be womanly. There is a good, wholesome sound to that word woman, and I like it. I fly to it when I hear of "lady" bicyclists, who are no more than circus dames, sporting a plumage not their own. Pray, Mr. Editor, talk no more of this "lady" bicyclist, or that "lady" bicyclist. When you use the name in that way, you leave no title for the noble women who have earned the right to be called ladies. No lady rides a bicycle.

ONE would infer that "London W." would have women give up riding if they cannot get a machine that weighs as little as sixty-five pounds. And yet I get a good deal of enjoyment out of a machine that weighs a hundred, and among all my

lady friends who ride, I know of no one that rides a wheel weighing less than eighty-five pounds.

If you cannot live in a palace, do not commit suicide, for there is such a thing as love in a cottage.

I DO not wish to be understood to recommend heavy machines, for I believe they can be and will be made much lighter; but I think we should be foolish to wait until we can get just what we want before riding. Let us keep to our machines till we find the right one, for I think it just possible that makers may get to making them too light, and we shall get weakness combined with our lightness.

LONDON W. says, get a machine that weighs sixty-five pounds. I see that he rides a Quadrant, and the WORLD of 7 August, says the Quadrant weighs 76 lbs., and a racing tricycle, built as light as possible, is said to weigh sixty-five and one half pounds. I get these figures from the account of the road race, and, I suppose, the racing men have as light machines as can be had.

I AM often called upon to give advice about the purchase of a machine. If I were to follow the counsels of "London W.," I think I should be able to get few converts, for of those who come to me, very few can get just what they want, or should have. The purse has its limitations. But I think I can say this. The perfect tricycle should be just as light as is compatible with strength. When these two are in harmony, we shall get the ideal wheel. You will get enjoyment out of tricycle proportionate to the nearness of your approach to the ideal.

AND so I say, ride if you can. Get the best machine, if you can; but do not give up riding because you can't get the best.

THE Western editor who has selected my pseudonym for a name to his tricycle has my thanks for the compliment. I hope that it may serve him as well as it has served me. DAISIE.

### Second Annual Meet of the New York State Division, L. A. W.

It has been our pleasure to see the programmes of many meets, but none that contained more promising features than that of the second annual meet of the New York State Division, L. A. W., to be held at Brooklyn, Saturday, 12 September, under the auspices of the Kings County Wheelmen.

It includes a grand parade at 9 A. M., where six hundred wheelmen are expected to be in line, followed by a run to Coney Island, by way of Prospect Park and the far-famed Ocean Parkway.

After a dip in old ocean and luncheon at Brighton, the return to Brooklyn will

be made in time for the races to be held at the grounds of the Williamsburg Athletic Club, at 3.45 P. M. They comprise a one and five mile New York State tricycle championship, one mile novice, one mile record, one mile scratch, and two and three mile handicap. Many of our most noted flyers have signified their intention to compete.

Elegant and costly medals, of chaste design and workmanship, will be presented, well worthy of the division and Kings County Wheelmen.

The annual will be held at 8 P. M., followed by "a feast of reason and flow of soul," at Knickerbocker Hall.

For those remaining over Sunday, many pleasant runs have been arranged. The beautiful cathedral at Garden City will be visited, when, returning to Jamaica, train may be taken to Long Beach, acknowledged the finest on the coast.

A second party will run out to Orange, N. J., where are the best roads in the vicinity of New York, and views well worth a long journey to enjoy.

Not the least pleasant will be that to Yonkers, up the historic Hudson, passing *en route* the spot where at present are centred the eyes of the nation,—the burial-place of Gen. Grant.

With a club of such well-known enterprise and energy in charge as the Kings County Wheelmen, seconded by the many national advantages offered by Brooklyn, the meet cannot fail, to be a success in every particular.

### Capital Club Tour.

THE tour of the Capital Club has been carried out as per schedule, published by us last week. They left Washington, under command of Capt. Seeley, 12 August, for Baltimore, and there took the steamer for Boston. President Henry W. Williams, who happened to be in Washington in the exercise of his profession, met them at the Capital clubhouse at their start, and tendered the hospitalities of the Massachusetts Bicycle Club, while in Boston. The stay-at-home members of the club gave the tourists a rousing send-off, and promised a bigger time when they returned. The party consisted of Capt. L. W. Seeley, H. S. Owen, J. M. Borden, F. M. Boteler, Charles A. Burnett, Fred. T. Church, W. F. Crossman, P. T. Dodge, W. B. Hibbs, Rudolph Kauffman, John M. Killits, J. R. Littell, J. F. Loomis, and C. C. Tyler. Six others will join the party at the Vineyard.

Early Friday morning the party reached Norfolk, where the steamer was to remain the whole day loading with watermelons and peaches. A delegation from the Seaside Bicycle Club, of that city, took the visitors in charge and showed them what there was to be seen in the quiet old town, and then took them to Virginia beach, where the day was passed very

# RUDGE SAFETY

COMBINES

SAFETY,  
SPEED,  
COMFORT,



HEALTH,  
PLEASURE,  
WEALTH.

203

Miles in 24 Hours.

Note what the Boston Herald of Aug. 10, says in regard to this wonderful performance:

"The machine ridden was a 36-inch Rudge Safety of the improved Kangaroo type, geared to 56 inches. These little machines are used very extensively all over Europe by persons who are afraid to run the risk of riding a bicycle, and where the roads are unfit for a tricycle, and to a great extent they are taking the place of the tricycle, being lighter and easier of propulsion, beside being just as safe and much less expensive."

SEE IT. TRY IT. RIDE IT.

SOLE U. S. AGENTS.

SEND FOR CATALOGUE.

RELIABLE AGENTS WANTED.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.



# THE 24-HOUR RECORD

Broken by L. D. MUNGER, of Detroit.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

# APOLLO!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

SEND FOR CATALOGUE OF 18 STYLES OF BICYCLES, TRICYCLES, SOCIABLES AND TANDEMS.

A High Grade of Miniature Machines for Boys and Girls.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.

pleasantly in bathing and other en's Club, enjoyment.

They were expected to arrive in the ton Sunday afternoon at four o'clock. The Massachusetts Club had made preparation for entertaining them; but the boat was late, and it was near eleven o'clock when the men finally did arrive, and it was thought best to remain on the boat over night.

The members were taken in charge by the Massachusetts club members, on Monday. All the cycle dealers were visited. Some of the wheelmen have friends residing in and near the city, and they took the opportunity of visiting them. Bunker Hill Monument, and other places of historical interest were visited. After dinner a short time was passed at the Massachusetts clubhouse on Newbury street, and then wheels were mounted, and the cyclists sped away to Cambridge to visit Harvard College and other points in that city. From thence they rode to Chestnut Hill reservoir.

Then they rode to Quincy for supper. After tea they wheeled to Nantasket beach, remaining there until a late hour and then returning to Quincy, where the night was passed. The next morning, Tuesday, the wheelmen rode to Brockton, trained to New Bedford and took a steamer for Cottage City.

## Clerical Wheelmen's Tour.

GOOD news comes from the clergyman's tour, and although the number of participants is much smaller than anticipated, the reverend gentlemen seem to be enjoying themselves.

Nearly fifty had promised to go, but of these only eighteen started. Of this number nine are ministers and nine are laymen. The personnel of the party is as follows: Rev. Sylvanus Stall, A. M., Lancaster, Pa.; Rev. Prof. S. G. Barnes, Iowa College, Grinnell, Iowa; Rev. J. F. Cowan, Pittsburg, Pa.; Rev. N. P. Evans, Columbia, Pa.; Rev. Charles E. Fessenden, Summit Hill, Pa.; Rev. E. P. Johnson, Marshall, Mich.; Rev. R. E. Macduff, Cleveland, Ohio; Rev. L. A. Pope, Warren, R. I.; Prof. G. F. Nicholassen, Ph. D., Clarksville, Tenn., professor of ancient languages in Southwestern Presbyterian University; Prof. C. P. Hoffman, Bordentown, N. J., professor of instrumental music in Bordentown Female College; Prof. A. B. Ham-bright, Millersville, Pa., superintendent of modelling school in Pennsylvania State Normal School; Prof. W. J. Lansing, Millersville, professor of vocal music and grammar in Pennsylvania State Normal School; Mr. J. R. Foster, Lancaster, Pa.; Mr. B. J. Holcomb, Detroit, Mich., photographer of party; Mr. Elliot Mason, New York City; Mr. E. W. Barnes, Perth Amboy, N. J.; Mr. S. H. Townsend, Toronto, Ont.; Mr. George F. Zeh, Washington, D. C.; Mr. John S. Musser, Columbia, Pa.; Rev. P. J. Maveety, Michigan.

The projector of the tour miscalcu-

lating, as the thermometer rises above the temperate. Horses trot best on the hottest day, and men who have occupation for their bodies and minds fare better in warm weather than those who fold their hands and think of nothing but the temperature.

The Hampden Park association estimate that the reconstruction of the mile track during the last year has cost them \$7,000, and the Springfield Bicycle Club say they cannot tell just how much the betterments on the half-mile track will make from their treasury, but say that they expect to spend \$1,000 more on it before the tournament.

"We will gladly give Tuesday sum," remarks Mr. Ducker, "to receive the track two seconds faster." The contrast between the make-up of the in the tracks is, of course, as marked as moderate. The bed of the half-mile is tation, wheel of gravel and clay, and having was delivered down by the late rains, has bell, of thence hardness. The mile the reception, a belt of sods set up end-reception in the Griffin patent, which

The wheelmen, springing surface that is day morning, at 5 be desired in a trotting forth at about 1000 are inclosed by rail-dined by the located on the home-stretch ing their journey convenience of horsemen approaching as while exercising. The headed by a bar is four inches lower than the Town Hall the circuit meeting, the provided and divides the tracks opposite and respond stand will be taken away, so their way, the boys more room under the distant, by starting. The track will be and were p to the mile track, the present they arrive the pole being kept as it is. Men conducted, at work at once on the half-various clock to bring about various im-to give the track.

Reached Mr. Evanerical gentlemen who started on severe he; tour through Canada, carried and fell o trine into their sport by laying of Millersgramme altogether too much for lumbia, Pandurance. Their bodies can't Pa., left what their brains laid out for itors were hey may well remember this ronto Bicycle they go back into their pul-various position.

the city.

## EXOTICS

race for the fifty miles pro-London cycling championship of the cided at the Aylestone Park Harrogate for ere six starters, Howell what he says about Duncan, of Montpellier.

Some time ago 1 from Wood, of Leices-cession, and sole previous winners: would do so again; f winner.

and for the honor of took my place in lit, Paris... 3 13 14 the only other American,icester... 2 48 10 the show. He rode b son, who, mounted on a a furnished the long and s,ewcastle, 3 3 26 was a fair example of the ter... 2 47 20 arrangement of the whole.

that I can say much about llier, 3 17 14 It was a motley crowd, with bier, 3 5 42

THE race for the ten mile professional championship was run on the same grounds the following Monday. Even more interest was excited by this race than had been by the fifty mile. Howell had remained out of the latter, preferring to save himself for the ten mile, but after the brilliant performance of Duncan it was considered by no means a certainty that either he or Wood would win. Moreover, the occasion was the last that the old rivals would meet before sailing for America, and the number of interested spectators assembled was about 5,000. Five starters appeared. Of these, Tyre set the going at the start, and registered the mile in two minutes fifty-six seconds. The second mile was accounted for in 6m. 3; third, 9m. 12s.; fourth, 12m. 55s.; fifth, 15m. 28s. Tyre still led, and the others were content to remain behind until a lap and a half from home, when Wood forced his way up from fourth place and made for the lead. Entering the last lap, Duncan came up with Howell, and the three had a hot fight for the prizes, the race finally resulting as follows: R. Howell, 1; F. Wood, 2; H. O. Duncan, 3; A. Hawkes, 4; J. Tyre, 5. Time, 31.11.

THE twenty-five miles championship race completed the championship series for this year. The list of English amateur champions now is:—

13 June, 1885.—One mile bicycle, S. Sellers, Preston B. C., 2. 47½, Aston Grounds.

13 June.—Five mile tricycle, R. Cripps, Notts B. C., 16.53½, Aston Grounds.

27 June.—Five mile bicycle, M. V. J. Webber, Surrey B. C., 14.23½, Jar-row track.

11 July.—One mile tricycle, P. Furnival, Berretta C. C., 3.5½, Crystal Palace.

11 July.—Twenty-five mile tricycle, G. Gatehouse, Stanley C. C., 1.26. 29½, Crystal Palace.

18 July.—Fifty mile bicycle, R. H. English, North Shields B. C., 2.45. 13½, Crystal Palace.

25 July.—Twenty-five mile bicycle, R. H. English, North Shields B. C., 1. 20.13, Aylestone Grounds.

H. J. WEBB is about to try tricycling three hundred miles in twenty-four hours on the Crystal Palace track.

DUNCAN will not go to America. With the best men away, he hopes to win all the races at home.

## RACING NEWS

PITTSFIELD, 13 August.—The third annual tournament of the Berkshire County Wheelmen was held at Pittsfield on Thursday last. The weather was unfavorable, and the attendance, therefore, lighter than would otherwise have been. Rain began falling just as the races opened, and in consequence, three of the races were left to be finished the next



# "I ride the Victor, because I think it is the fastest bicycle made."

GEO. M. HENDEE.

day. The track was in good condition, and the prospect of record breaking was good until the rain fell.

*Half Mile, Flying Start.*—Geo. E. Weber (1), 1.17½; H. E. Bidwell (2), 1.17½; C. P. Adams (3).

*Five Mile, Club.*—H. S. Wollison (1), 16.48; W. H. Sherridan (2).

*Two Mile.*—E. P. Burnham (1), 5.55½; Geo. E. Weber (2), 5.56; H. E. Bidwell (3).

*One Mile, Boys.*—Chas. P. Adams (1), 3.; Robert Dewey (2); Wm. M. Haradon (3).

*Three Mile, Record.*—E. P. Burnham, five laps; Wm. Rowe, one lap. Burnham finished in 9.15½, and Rowe in 9.16. The races were stopped by the rain at this point, and postponed till the following day.

*SECOND DAY.*—*Five Mile.*—E. P. Burnham (1), 15.35½; Wm. A. Rowe (2), 15.36½; Geo. E. Weber (3), 15.38.

*One Mile.*—Wm. A. Rowe (1), 2.57½; Joseph Powell (2), 2.58½; H. W. Gaskell (3), 3.01.

*One Mile, Tricycle.*—E. P. Burnham (1), 3.45½; W. N. Winans (2).

CHICAGO, 15 August. Races under the auspices of the Chicago Track Association. Track in fair condition. Attendance good.

*One Mile Novice.*—W. C. Thorne (1), 3.27½; F. W. Perkins (2).

*Hundred Yards, Runner v. Bicyclist.*—First heat, L. Loser, sprinter, flying start (1) 10½s.; W. J. Morgan (2). Second heat, W. J. Morgan (1), 10½; L. Loser (2). Loser won final in 9½.

*Mile Exhibition on Star.*—N. H. Van Sicklen, 3.8½.

*Two Mile Handicap.*—W. S. Webster, scratch (1), 6.45½; A. G. Bennett, scratch (2).

*One Mile, Unicycle Professional,* to beat record of Prince Wells, 6.45½; G. H. Ley, one quarter mile, 1.08½; one half mile, 2.17; three quarter mile, 3.27½; mile, 4.38½.

*Half Mile, Run and Ride.*—W. C. Thorne (1), 2.11½; A. G. Bennett (2).

*Mile, Tricycle Exhibition.*—W. J. Morgan, 3.39½.

*Three Mile, Handicap.*—E. Mehrling, scratch (1), 10.24½; W. S. Webster, scratch (2).

*Half Mile Exhibition, Professional.*—Ralph Friedberg, 1.24½.

*Twenty-five Miles,* to break record of 1.23.4½. The track had been previously surveyed and found correct, and

the watches had been examined and certified. N. H. Van Sicklen and L. W. Conkling were the starters. The former led and made the following times, those marked with a star (\*) being best on record:—

MILES	TIME.	MILES	TIME.
1	3.03½	14	45.59½
2	6.12½	15	48.21½
3	9.21	16	51.38
4	12.27½	17	55.04
5	15.34½	18	*58.22
6	18.51	19	*1.01.37½
7	21.58½	20	*1.04.47½
8	25.15½	21	*1.08.05½
9	28.49	22	*1.11.24
10	31.59½	23	*1.14.44
11	35.19½	24	*1.18.02
12	39.21½	25	*1.21.14½
13	42.40½		

Conkling's time for each five miles was as follows: Five miles, 16.22½; ten miles, 32.55½; fifteen miles, 49.11½; twenty miles, 1.05.45½; twenty-five miles, 1.25.04½.

Van Sicklen rode a 57-inch Columbia Racer, twenty-two pounds; Conkling a 60-inch Spalding, twenty-seven pounds.

MEMPHIS wheelmen will hold another race meeting this fall. Two days' racing will be given, and most of the events will be handicaps.

It has been decided by the Chicago Bicycle Track Association to give a big two-days' meet in October just following the conclusion of the ball-playing season.

As announced last week, arrangements have been completed for a professional international handicap one-mile heat race, to take place at Athletic Park, Washington, D. C., commencing Monday, 21 September. Prizes to the amount of \$500 in gold will be given as follows: \$300 to first, \$100 to second, \$60 to third, \$30 to fourth and \$10 to fifth. Should the entries be twelve or more, each man will run two heats each day, and against a different competitor each heat, until he has competed against each man entered; the winner of the most heats to receive first prize, etc.

H. W. HIGHAM, in his twenty-mile race against Louise Armaindo, rode the last five miles on his tricycle in 16.23, being the fastest five miles ever done on a tricycle. He is stated to have completed twenty miles in 1.17.28.—*Clipper.*

THE race at the Cleveland tournament will be timed by electricity. It will be the first time that this method has been tried.

THE Binghamton, N. Y., races of 15 September, will be run on a new five-lap track.

ON 22 August the East Hartford Bicycle Club will have a run and three races, one mile, one mile 3.20 class, and one-mile handicap, open to local wheelmen.

BICYCLE races took place at Woodbury N. J., 8 August, with this result: Half mile, best two in three heats: Schaffer won two straight heats in 2.11 and 2.15; W. J. Atkinson second. One mile—C. Leisen, 4.30; G. H. Atkinson, 4.31½.

At a meeting of the trustees of the Worcester (Mass.) Agricultural Society, the subject of building a bicycle track was introduced by the New England Agricultural Society. There has been a constant demand for better track facilities among the bicyclists, the half-mile ring used for horse trotting not being adapted for the uses of the wheelmen. It is proposed to have the new bicycle track inside the trotting course, where it is thought there is ample room to allow the entire track to be constructed in view of the grand stand the entire distance.

THE *Herald* says of Fred Russ Cook: Cook, the San Francisco flier, arrived a few days ago, and has just begun to get down to work. He is very powerfully built, his calves and thighs being particularly large, and he looks better adapted to a Star or a geared-up machine than to a crank machine. He is not built near as gracefully as Hendee, and his style of riding is not very much admired, and though it is possible he may be a dangerous man, he does not look like one, and he will astonish many people if he gets a first place in any of the scratch races.

HENDEE takes a daily spin over the track, but it is noticeable that he will not ride with any other man, as he does not believe in doing any donkey work. The moment a man tries to hang on to his wheel and have him pull him round, he gets awfully left, for Hendee stops short, and the man has to make his own pace. Hendee is riding this year faster than ever, and, if the Englishmen beat him, they will have to beat every record that has yet been made.

A FIREMEN'S band and bicycle tournament will be held in Goshen, Ind., 26 and 27 August.

THE second annual tournament of the Seaforth Club, of Toronto, will be held on Wednesday, 26 August.

THE Farmington (Mich.) Club holds

races on the Fair Grounds, 20 August. One mile, for championship of Oakland County; one half mile, for Star riders only; one mile, 3.20 class; one half mile, for those who never won a first prize; five mile dash.

## WHEEL CLUB DOINGS

SUFFOLK WHEEL CLUB, Boston. Organized 5 August. Officers: Captain, W. B. Webber; lieutenant, F. Charnock; secretary and treasurer, A. G. Collins.

LYNN has a club called the Wash-tub Club. Eccentricity is not always funny.

A BICYCLE Club was formed in Gloucester Friday evening, with H. A. Burnham as president, and A. P. Parkhurst, treasurer.

## CYCLISTS' TOURING CLUB

FRANK W. WRSTON,  
Chief Consul American Division,  
SAVIN HILL, Boston, Mass.

DUES for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.  
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts.—F. A. Pratt, Concord, Mass.  
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.  
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.  
New Hampshire.—W. V. Gilman, Nashua.  
New Jersey.—L. H. Johnson, Orange.  
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.  
Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: H. B. Hart, 511 Arch street, Philadelphia, Penn.

APPOINTMENTS.—Consul for Springfield, Mass., Chas. A. Fisk, 22 Sheldon street, Springfield, Mass.; consul for Brattleboro, Vt., J. W. Drown, Brattleboro, Vt.

## FIXTURES

27 and 28 August: Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

2 and 3 September: Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

3 September: Races of Troy Club, Island Park, N. Y.

8, 9, and 10 September: Tournament at Springfield, Mass. Ten mile bicycle championship.

12 September: Races of Keystone Club, Pittsburg, Penn. Meet and races of N. Y. Division at Brooklyn.

# GRAND BICYCLE TOURNAMENT

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

The Prizes will amount to \$500, a list of which will be printed soon.

## EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional. \$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. B. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

15 September: Races at Binghamton, N. Y.  
17 September: Races of Genesee Club at Rochester, N. Y.  
21 September: Professional races at Washington, D. C.  
22 September: Races of Providence Club.  
Minnesota Division meet at Minneapolis, Minn.  
2 and 3 October: Races of Ramblers Club, St. Louis.  
9 and 10 October: Tournament of Omaha (Neb.) Wheel Club.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A Victor tricycle, pattern 83, nearly new; price \$100; or will exchange for B. L. shot gun, double barrel. C. F. DAVIS, Bethlehem, N. H.

FOR SALE.—A 48-inch special improved Star, lists, fine order, \$85.75, sell \$65; 42-inch St. Facile, newly painted; A1 order; lists \$122; sell \$70. G. O. CLAYTON, Aurora, Ill.

FOR SALE.—One 44-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia; all bargains; write for particulars. T. B. RAYL & CO., Detroit, Mich.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

## Athletic Park, Washington, D. C.

COMMENCING

Monday, Sept. 21st,

## PROFESSIONAL International Handicap.

ONE MILE HEATS.

PURSE \$500 IN GOLD.

1st Prize	-	-	-	\$250.00
2d "	-	-	-	100.00
3d "	-	-	-	75.00
4th "	-	-	-	50.00
5th "	-	-	-	25.00

Entries limited to Twelve Men.

## RULES and REGULATIONS.

1st. Each man to run two heats each day, each heat against a different rider, until he has competed against all the men entered.

2d. The winner of the greatest number of heats to receive first prize; second number of heats, second prize, etc.

3d. All entries to close on Monday, Sept. 7, at 12 M. An entrance fee of \$1.00 must accompany each entry, and should be addressed to

L. MOXLEY,  
608 10th St., Washington, D. C.



**BICYCLES!**

Send for Price List of Shop-worn and Second-hand BICYCLES and TRICYCLES. Prices low.

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152 to 158 Congress St., Boston.

**QUADRANT to the FRONT!**

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15-Mile Tricycle Road Race.

The QUADRANT Won!

Ridden by a comparative novice over a strong field.

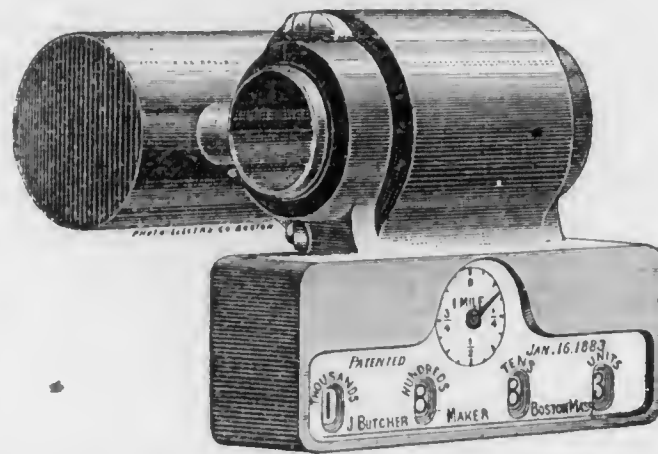
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DORCHESTER - - - MASS.  
Call and see them, or send stamp for Catalogue.

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IMPROVED FOR 1885.



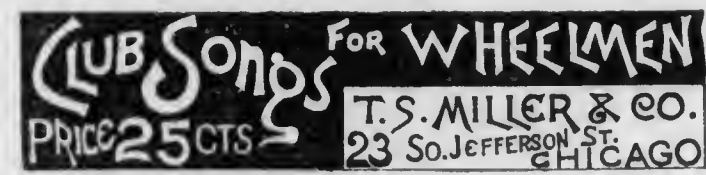
Can be read from the Saddle and used with a Hub Lamp.

Price - - - - \$10.00

Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with.

BUTCHER CYCLOMETER CO.

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**FACILE LIQUID ENAMEL!**

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

**FACILE LUBRICATING OIL!**

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price. —G.A.

JULIUS WILCOX, 15 Park Place, New York.

**[\$2,000!] THE SECOND OF THE Annual Race Meeting OF THE Connecticut Bicycle Club**

—WILL BE HELD AT—

CHARTER OAK PARK, Hartford, Wednesday and Thursday, September 2 and 3, 1885.

**TWO THOUSAND DOLLARS IN PRIZES!**

This Track is Unsurpassed, holding the World's One-Mile Record of 2.39. All the Fliers will be there.

**PROGRAMME.****FIRST DAY—2 September.**

- 1—1-MILE NOVICE RACE. Prizes: 1st, Gold Medal, \$20; 2d, Silver Medal, \$15.
- 2—1-MILE TRICYCLE RACE. Prizes: 1st, Colt's Repeating Rifle 15 shots, \$50; 2d, Silk Umbrella, \$12.
- 3—5-MILE PROFESSIONAL RACE. Prizes: 1st, \$85 cash; 2d, \$25; 3d, \$15.
- 4—1-MILE AMATEUR RACE, OPEN. Prizes: 1st, Two-Track Columbia Tricycle, \$160; 2d, Picture, \$20.
- 5—FANCY RIDING BY D. J. CANARY.
- 6—5-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prize, Gold Medal, \$50.
- 7—1-MILE, RIDE-AND-RUN RACE. Prizes: 1st, Gold Medal, \$30; 2d, Silver Medal, \$15.
- 8—10-MILE AMATEUR RECORD RACE, OPEN. Prizes: 1st, Columbia Light Roadster (given by the Weed Sewing-Machine Company), \$155; 2d, Engraving, \$50; 3d, Clock, \$15.
- 9—3-MILE RACE, 9.45 CLASS. Prizes: 1st, Gold Medal, \$45; 2d, Silver Medal, \$15.
- 10—1-MILE, TUG-OF-WAR RACE. Prizes: 1st, Picture, \$35; 2d, Rug, \$20.

**SECOND DAY—3 September.**

- 1—1-MILE RACE, 3.00 Class. Prizes: 1st, Gold Medal, \$40; 2d, Silver Medal, \$20.
- 2—5-MILE L. A. W. CHAMPIONSHIP RACE. Prize: Gold Medal, \$50.
- 3—10-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 4—3-MILE AMATEUR RACE, OPEN. Prizes: 1st, Ball-Bearing Sewing Machine, \$65; 2d, Field Glasses, \$25.
- 5—3-MILE TRICYCLE RACE. Prizes: 1st, Stop Watch, \$45; 2d, Clock, \$25.
- 6—3-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prizes: Gold Medal, set with Garnet, \$40.
- 7—1-MILE SAFETY BICYCLE RACE. Prizes: 1st, Gold Medal, \$25; 2d, Silver Medal, \$10.
- 8—1-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 9—5-MILE AMATEUR RACE, OPEN. Prizes: 1st, Colt Shot Gun, \$100; 2d, Picture, \$45.
- 10—1-MILE CONSOLATION RACE. Prize: Gold Sleeve Buttons, \$20.

**ELEGANT SPECIAL MEDALS WILL BE GIVEN FOR ALL RECORDS BROKEN.**

WHEELMEN, plan your vacation so as to be present at the Two Greatest Racing Events of the Year, —Hartford, September 2 and 3, and the following week at Springfield.

ENTRANCE FEES: Amateurs, \$1.00 for each Event; Professionals, 1-mile, \$3.00; 5-mile, \$5.00; 10-mile, \$10.00.

ENTRIES CLOSE AUGUST 27.

Address R. F. WAY, Box 1025, Hartford, Ct.

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# FOURTH ANNUAL BICYCLE \* TOURNAMENT!

OF THE

**SPRINGFIELD BICYCLE CLUB.**

HAMPDEN PARK,

**SPRINGFIELD, MASS., SEPTEMBER 8, 9, AND 10. 1885.**

**LIST OF RACES.****FIRST DAY—Tuesday, September 8.**

- 1—One-mile Professional Bicycle Handicap Race.
- 2—Ten-mile Amateur Bicycle Race; Championship of the United States.
- 3—One-mile Amateur Tricycle Race.
- 4—Three-mile Amateur Tricycle Tandem Race.
- 5—Five-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 6—Half-mile Amateur Bicycle Race, Open.
- 7—One-mile Amateur Bicycle Race, 3.10 Class.
- 8—Three-mile Amateur Bicycle Race, Open.
- 9—Three-mile Professional Bicycle Record Race.
- 10—Five-mile Amateur Bicycle Record Race.

**SECOND DAY—Wednesday, September 9.**

- 1—One-mile Amateur Bicycle Race, Open.
- 2—One-mile Professional Bicycle Race; Sweepstake Championship of the World.
- 3—Three-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 4—Half-mile Amateur Bicycle Race, 1.30 Class.
- 5—Three-mile Amateur Bicycle Record Race.
- 6—Ten-mile Professional Bicycle Race, Open.
- 7—Five-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Tricycle Tandem Race.
- 9—Five-mile Amateur Bicycle Race, 16.00 Class.
- 10—Three-mile Amateur Bicycle Handicap Race.

**THIRD DAY—Thursday, September 10.**

- 1—One-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 2—Ten-mile Amateur Bicycle Record Race.
- 3—Five-mile Amateur Tandem Tricycle Race.
- 4—Three-mile Professional Bicycle Race, Open.
- 5—One-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 6—Three-mile Amateur Bicycle Race, 9.10 Class.
- 7—Three-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Bicycle Handicap Race.
- 9—Five-mile Professional Bicycle Handicap Race.
- 10—One-mile Amateur Bicycle Consolation Race.

**ENTRANCE FEES.**

AMATEURS—All 1/2-mile and 1-mile events, \$1 each event; 2-mile events, \$2 each event; 3-mile and 5-mile events, \$3 each event; 10-mile events, \$5 each event. PROFESSIONALS—1-mile and 3-mile events, \$5 each event; 5-mile events, \$5 each event; 10-mile events, \$10 each event. All races must have at least three men to start, or the number of prizes will be reduced.

Entries Close September 2, 1885.



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**"In & Around Cape Ann"**A HANDBOOK OF  
GLOUCESTER, MASS., AND VICINITY.

For the Wheelman Tourist.

BY

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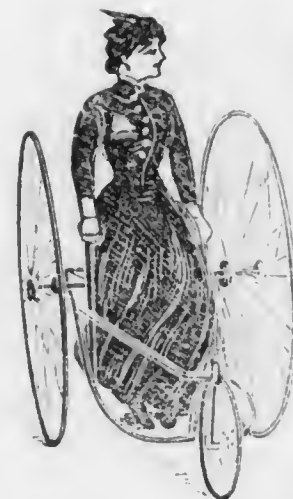
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ON INSTALMENTS.**

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THE HUMBER TANDEM. (Patented in U. S. and Europe.)

THE HUMBER AUTOMATIC STEERER. (Patented in U. S. and Europe.)

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ROADSTER TANDEM, Weighs 98 pounds.

ROADSTER AUTOMATIC STEERER, Weighs 62 pounds.

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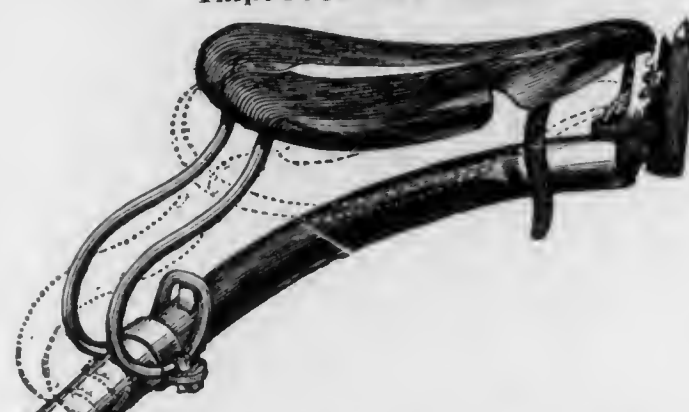
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BRANCH OFFICE, 362 BROADWAY, NEW YORK.



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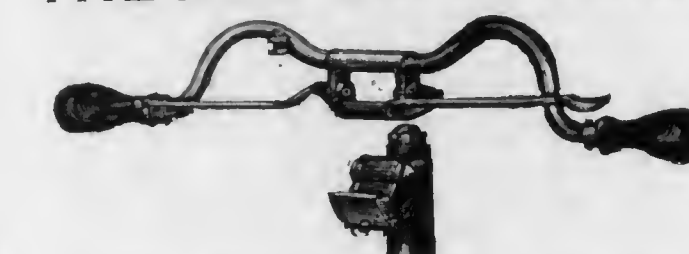
Genuine Humbers are stamped "HUMBER &amp; Co., Makers, Beeston, Notts," on the neck. All others are inferior imitations.

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Bifurcated & Universally Adjustable Saddle**  
Improved for 1885.

Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

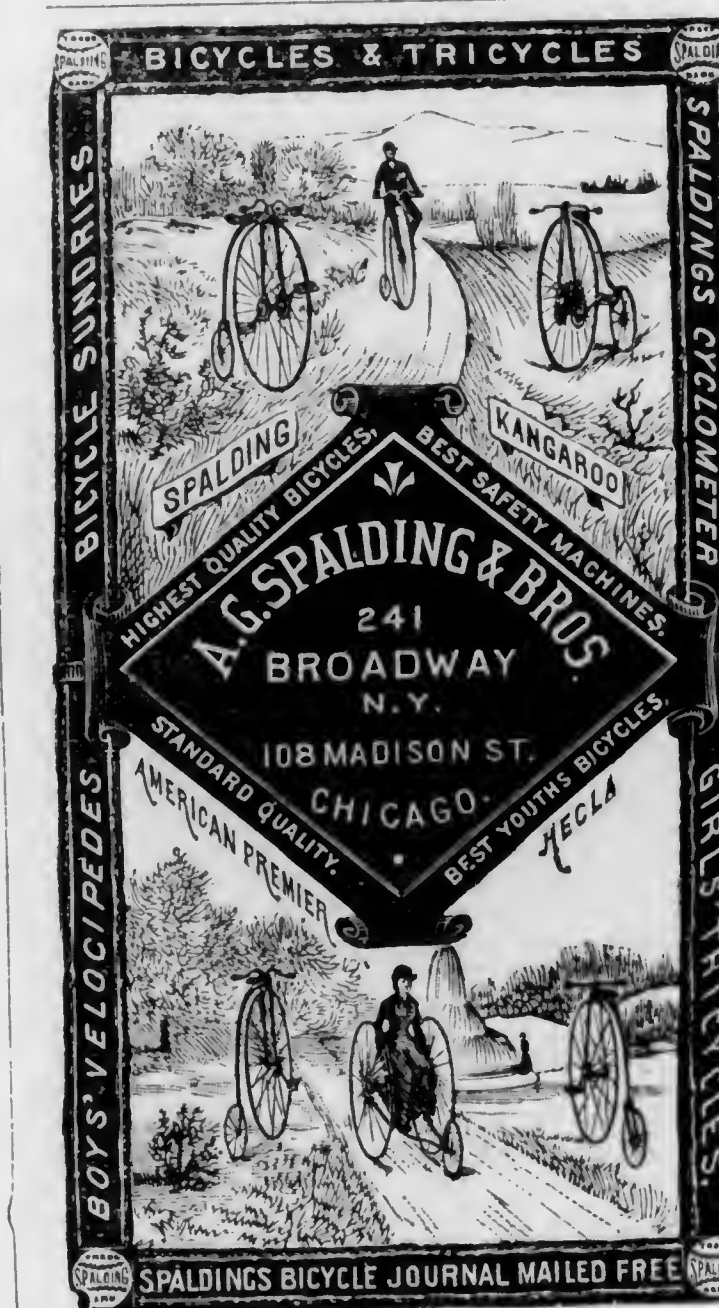
Price, Nickelled, \$5.00; Japanned, \$4.00.

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Greatly Improved, Simplified and Strengthened. The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

Price, Nickelled, with Brake and Lever, \$10.00.

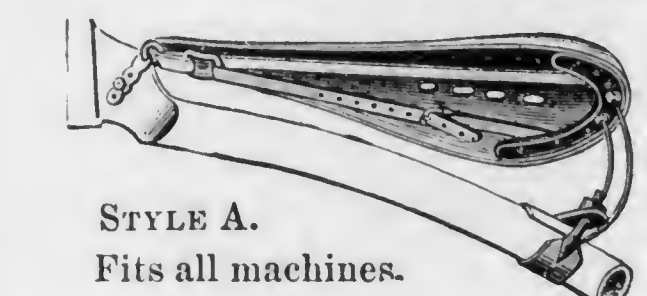
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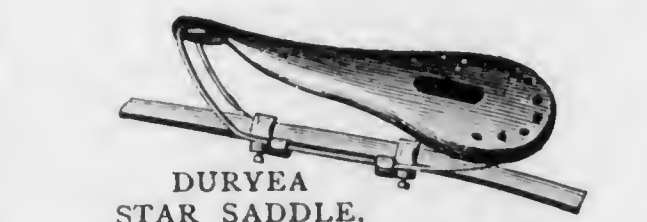


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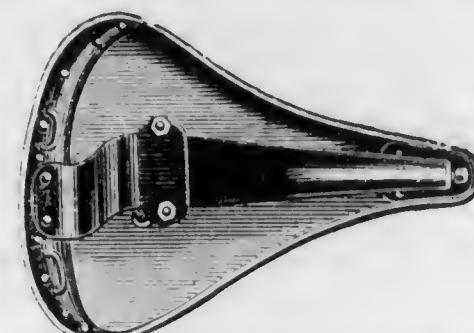
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Number 17.

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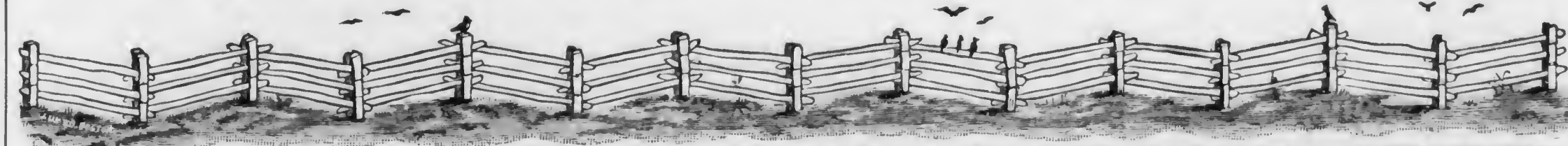
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Ten miles.....in 0h. 33½m  
Twenty miles.....in 1h. 15m. (21 miles actually)  
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The longest continuous ride.....covering 2,050 miles in 19 days.

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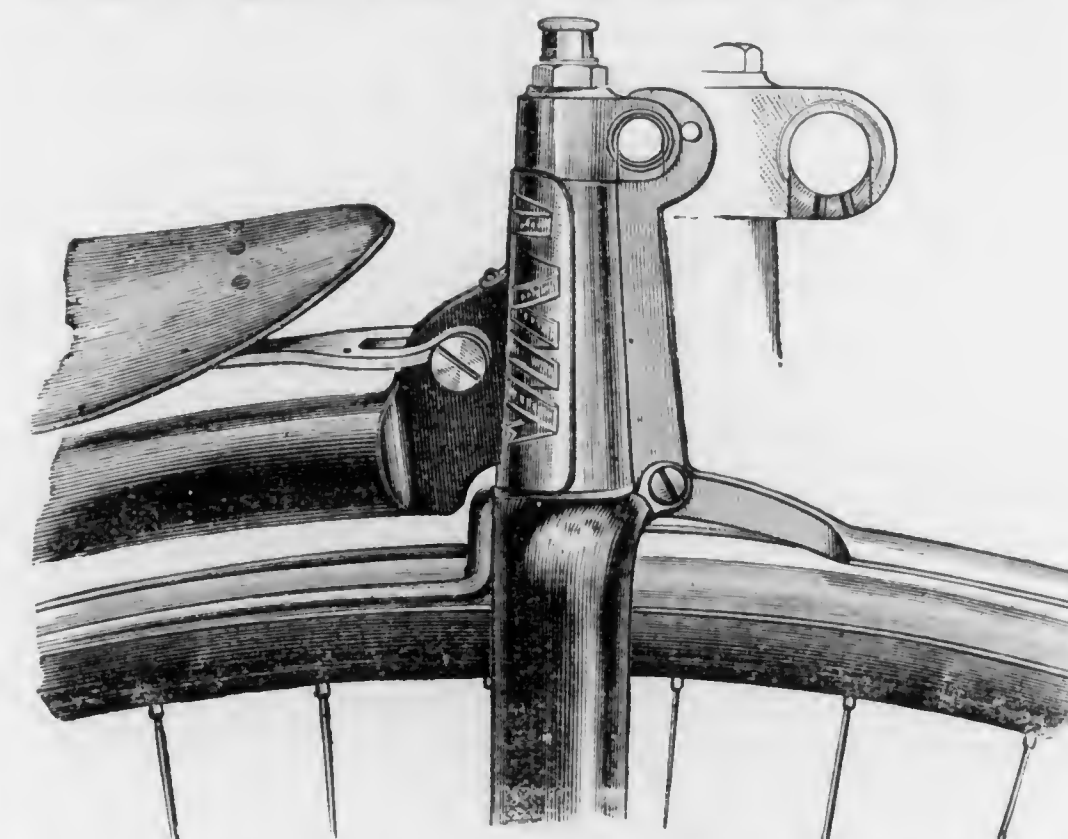
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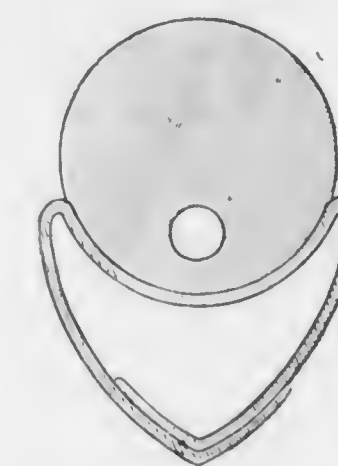
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Pilot Steering Head, with Handle Bar detached.



Section of new pattern Warwick hollow rim, used on the PILOT LIGHT ROADSTER, and wire compressed and cemented tire used on all Pilot Machines, the most elastic and durable tire made, and the only one not loosened by heat or cold.

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It is finished in but one style of nickel and paint, as shown in the cut, and at the low price offered, no variation can be made.

Weight, 44 pounds.

Price, 50-inch, \$100.

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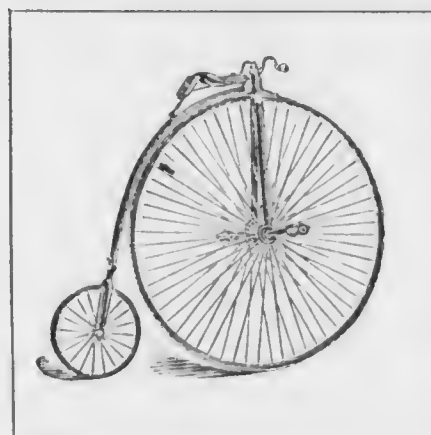
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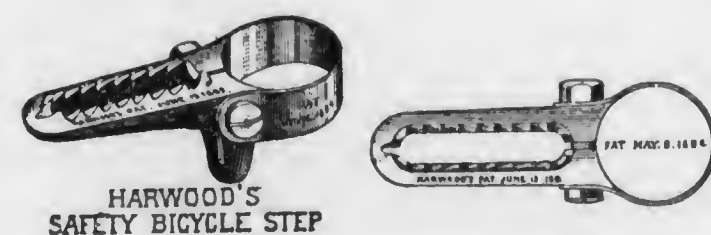
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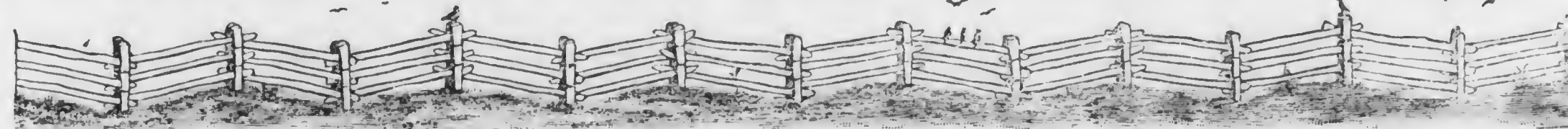
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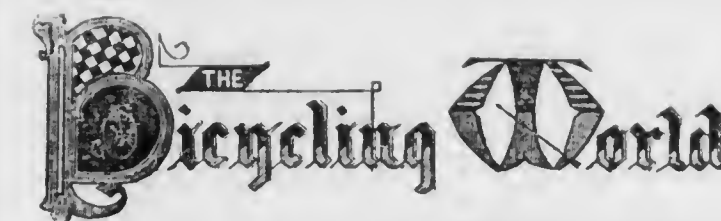
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 28 AUG., 1885.

A CORRESPONDENT of the *Bulletin* brings up the Sunday question once again, and calls a halt to the desecration of the sacred day by touring wheelmen. We cannot believe that a man who rides with decorum on Sunday desecrates the day. If we should proceed on the assumption that no man should do on Sunday anything that it is not lawful and proper to do on any other day of the week, would it not much simplify this question of Sabbath observance? Time is lost in discussing nice distinctions between the things that may be permitted on week days, but are not to be tolerated on Sundays, whereas the measure by which all acts ought to be measured should cover all days of the week. Let the reformers then set out with the proposition that what is indecent and immoral at one time is indecent and im-

moral at all times, and see if it will not bring to pass definite and wholesome results.

LAST year our English friends mistook Springfield's announcement of a tandem race, and brought over tandem tricycles for the contests. We had little acquaintance with the tandem, three-wheeler then, but the year that has gone by has shown it to us to great advantage, and our wheelmen have taken to it with a great deal of enthusiasm. Per contra, the tandem bicycle has made no headway, and in fact it has been practically abandoned.

Outing advocates the metric system, and urges cyclists to help towards bringing about the reform. It wants the road books to give distances in kilometers and the cyclometers to register kilometers instead of miles. There is no disputing the advantages of the decimal idea, but there will be slow progress towards an adoption of the metric system until the distances, weights and measures are signified by shorter words. Americans like words of one syllable, and they will be slow to give up the short terms mile, quart and pound, and take up kilometer, dekaliter, and hectogram.

THE Genesee Club, of Rochester N. Y., lately advertised a race for League members, with prizes valued at \$150, \$100, and \$50. The chairman of the racing board immediately protested against the offering of prizes valued at more than \$50 in distinctively League races, or League championships. The club has recognized the force of the protest, and made a change in the prizes. The racing board is determined that the spirit of the amateur idea, as well as the letter of the amateur law, shall be lived up to in all League races.

A decision rendered by the referee in the amateur boating contests in Boston has brought to notice a peculiar provision of the boating rules relating to racing. One section of the rules reads thus:—

If any foul, or accident occasioned by a foul, renders it doubtful whether a boat retarded by such accident, and which is not at fault, might not have been a winner, it should be allowed to compete again with the leading boat, as being the only means of ascertaining which is the better.

When men go to see a race, they want to find out what party to the contest is the better man, and this rule looks to the accomplishment of that end; but it must work unjustly in many cases, and the

Boston case is certainly one of them. We do not care to see such a rule in the cycling code.

## CORRESPONDENCE

(This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.)

Wanted, a Street.

Editor *Bicycling World*:—Out in the Highlands of Roxbury, lies a now somewhat famous locality known as West Roxbury Park; within easy riding distance of Boston, skirted on one side by that most delightful of woodland roads—Walnut avenue, with its firm macadam and cool arcades, and gentle rise and fall of grades just stern enough to wake the circulation. The park itself is a beauty of unspoiled innocence. The hand of the French gardener has not touched it in a decade, and the thickets and noble trees are as nature made them,—a joy forever on a summer's day. Picnics about there, and base ball and tennis, and as hinted, the roads by and beyond beguile the wheelman on and on until he is appalled at the distance to be retraced.

As the park grows older, it becomes better known; for it is as yet in its infancy as a park; and the more that it is known, the more maledictions are daily hurled at the destinies which have failed to give a road to reach it.

Up Walnut avenue teams by thousands pass daily. Hacks and landaus, dog-cart and coal-cart, phaeton and brewster, and groups of shining cycles. \$20,000,000 would not measure the wealth represented by the users of this highway on an autumn day. And how do they reach it? Through a mud hole.

From Northampton street to Dudley, Harrison avenue is a street of mud. Its block pavement is gouged in hollows, and the dirt rarely sees the hoe. The water carts make paste of it, and ragged children utilize it for mud pies. Yet no one dares lift up a voice in protest lest a worse thing befall and find the street paved with the curse of wheelmen—granite blocks.

Yet, north of Northampton is a beautiful roadway of asphaltum, crossing by West Springfield or Chester park, a fair macadam connects with the concrete of Columbus avenue. Dartmouth, again, leads over to Arlington and Beacon, and the West end, and the connecting link between the State House and the beautiful Boston Highlands is complete, a smooth, hard surface, delightful to horse lovers as well as to cyclists,—all save that stony waste of granite at the Shawmut and Washington street crossings, and the mud of Harrison avenue.

Who will set the ball a rolling; who will open the rolls of petition in every consul's office, in every repair shop, salesroom, livery stable, hotel, and carry



it to every owner of good horses in the city? *Wanted*, a street with a civilized pavement, *graded* as it should be, paved with concrete, to connect the Highlands with the city. *Pass the word along.*  
J. PARKE STREET.

#### Rochester League Race.

*Editor Bicycling World:*—In compliance with the recommendation of Rule "G" of the racing rules of the L. A. W., we have this day reduced the value of the prizes offered by us in the "Five mile bicycle, L. A. W. members only," race, from \$150, \$100, and \$50, to comply with that rule. The prizes for that event, as they now stand, and as they will be run for on 17 September, are as follows: First prize, gold medal, valued at \$50; second, gold medal, valued at \$35; third prize, gold medal, valued at 20.

Faternally yours,

A. B. RAPALJE,  
Sec. Tourn. Com.

ROCHESTER, N. Y., 22 August, 1885.

#### Mrs. Allen Again.

*Editor Bicycling World:*—Evidently "Daisie" has either misunderstood the position taken by the undersigned, or else she has not read thoroughly the article concerning Mrs. Allen's riding. The writer did not intend to convey the idea that he thought it should be the height of any one's ambition to ride for the sake of bringing his name into print. He was only glad that a *woman could* ride such a distance if she chose. As to unwomanliness, "London W." has not reported a single unwomanly act on the whole trip. The low, mean, cowardly acts are the unwomanly or the unmanly ones done in this world. I do not suppose "Daisie" thinks of unmanliness when she reads of one of her gentlemen friends breaking a record. It seems to me that what applies to a man. She must remember the old French copy, "Evil to him who evil thinks." BROCKTON.

#### Recent Patents.

The following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington Street, Boston:—  
No. 322,426. Tricycle. D. M. Babcock, Worcester, Mass.

No. 322,543. Velocipede. John Knous, Hartford, Conn., assignor to Pope Manufacturing Co. Handle-bar and steering-head.

No. 322,733. Velocipede. E. G. Latta, Friendship, N. Y., assignor to Pope Manufacturing Co.

No. 322,052. Tricycle. J. W. Matton, Hebron, Penn.

No. 322,066. Bicycle. Frederick D. Owen, Washington, D. C.

No. 323,162. Velocipede. E. G. Latta, Friendship, N. Y., assignor to Pope Manufacturing Co. Pedal and pedal frame.

No. 322,974. Bicycle. Martin D. Rucker, London, Eng. For carrying two extra seat and pedals in front of the fork.

No. 323,289. Bicycle. John G. Blount, Boston, Mass., assignor of one half to Harry M. Clark, New York City. An auxiliary safety wheel held from the fork at a point in front of the driving wheel, and adapted to be supported at different heights from the ground.

No. 323,640. Velocipede. Daniel Crowley, Boston, Mass. A tricycle.

No. 323,695. Velocipede. E. G. Latta, assignor of one half to A. C. Latta, Friendship, N. Y. A safety bicycle.

No. 323,693. Saddle. James A. Lamplugh, Birmingham, Eng.

No. 324,264. Bicycle. E. G. Latta, Friendship, N. Y., assignor to Pope Manufacturing Co.

No. 324,317. Velocipede. J. Harrington, Coventry, Eng. A tandem tricycle provided with an auxiliary frame which rises and falls with the inequalities of the ground.

No. 324,536. Velocipede. Wm. Clemson, Middletown, N. Y. A safety bicycle.

No. 324,568. Velocipede. E. G. Latta, Friendship, N. Y., assignor to Pope Manufacturing Co.

No. 324,605. Velocipede. Chas. F. Stillman, New York City.

No. 324,749. Velocipede. John W. Borroughs, Salt Lake City, Utah. Self-propelling.

No. 322,057. Bicycle Stand. H. B. Hart, Philadelphia, Penn.

No. 322,113. Velocipede. E. G. and A. C. Latta, Friendship, N. Y.

No. 322,221. Bicycle. Geo. T. Warwick, Springfield, Mass.

#### REISSUE.

No. 10,624. Tricycle. Franz Baron Von Palstring Kolitz, Saxony, Germany.

#### Alleged Records.

THE following despatches indicate claims that will be made for records.

CORNING, N. Y., 22 August.—This evening, on the grounds of the Corning Bicycle Association, there was a five-mile bicycle race between John Brooks and W. M. Woodside. Woodside won by a few feet, in 15.03, lowering the best American record by over 1½. At the end of the fourth mile, Brooks led in 11.59, lowering the best American record over 7s. T. W. Eck ran one mile on a tricycle in 3.37, lowering the best American record. A bicycle track was opened here this season, and is pronounced one of the fastest tracks in the country.

WASHINGTON, D. C., 24 August, 1885.—Only a small audience was assembled at Athletic park to-night to witness a lively contested and record-breaking series of bicycle and tricycle races. The first race was for twenty miles, between John Brooks and W. M. Woodside. Brooks, by one of his wonderful spurts, led for eleven miles, which were made in 34.14½, beating the American record for that distance. Fifteen miles were com-

pleted in 46.44. After this Woodside did his best work, and led Brooks, finishing nineteen miles in 59.15, the American record again being broken. In one hour nineteen and one quarter miles were completed. Woodside kept the lead until the last half of the last lap, when Brooks, by another brilliant dash, took the lead and held it to the finish, winning the race by about five feet, in 1.2.21, and beating the best previous American record by 5.2.

H. W. Higham, on a tricycle, and T. W. Eck, on a bicycle, then contested in a five-mile race, the former endeavoring to beat the tricycle record. Eck led for the first mile by a few feet, the time for the tricycle being 3.24, thus beating the best American record for that distance. On the second mile the tricycle chain broke, precipitating Higham to the ground. He was shaken up, but not badly hurt.

THERE will be quite a strong party of English riders at Hartford and Springfield this year. At the last moment Mr. Furnivall has decided to go, and, indeed, he left yesterday. Mr. Furnivall may truly be said to represent to the fullest extent the English amateur, being unconnected in any way—by suspicion or otherwise—with any manufacturer, and riding solely and purely for the love of the sport. As a rider he has a reputation which we think no other competitor at present on the path can boast of—namely, he has never yet been beaten by any man on the same mark or behind him, and on both occasions when he has met Webber he has beaten him, whilst on the last occasion he also succeeded in beating R. H. English. Mr. Furnivall is not yet nineteen years of age, and has competed in comparatively few races, though his style and status are undoubted, and we trust he will not only receive a good reception in the States, but give all who meet him on the path a hard race, which we do not for a moment doubt. Mr. Furnivall travels quite distinct from the other party who are going out, and which consists of Howell, Wood, James, Chambers, English, Cripps, Illston, Webber and several others, and, as a collection of fast men, is certainly the best that has yet been sent to America from this country; the party also, so far as professional element goes, is thoroughly representative; for Howell, Wood and James are undoubtedly the three fastest pros. England can produce at a mile; the element of makers' amateurism, however, is rather too strongly present in the other section of which the party is composed to render it so thoroughly representative of English racing amateurs as we could have wished, though they will carry with them our best wishes for success, and our hopes that they will uphold the honor of their country on the path—*Cyclist*.

THE new Quadrant tandem ridden by the Little Four in England, is at the Boston club house.

#### Records.

BELOW we furnish a table of the records which are expected to fall at Hartford and Springfield. The longest race at either place is ten miles; but as there is talk of an attempt to get twenty miles within the hour during the Springfield tournament, we append the bicycle figures to twenty miles:—

##### QUARTER MILE.

37½ sec., Bicycle, American Amateur.  
39 sec., " English "  
40½ sec., " American Prof.  
41 sec., " English "  
1.09½, " Run and Ride Am. Amateur.  
48½ sec., Tricycle, American Amateur.  
46½ sec., " English "  
54 sec., " English Prof.  
41 sec., Tandem, English Amateur.

##### HALF MILE.

1.16½, Bicycle, American Amateur.  
1.19½, " English "  
1.21, " American Prof.  
1.20, " English "  
2.0½, " Run and Ride Am. Amateur.  
1.35, Tricycle, American Amateur.  
1.29½, " English "  
1.43, " English Prof.  
1.21, Tandem, English Amateur.

##### THREE QUARTER MILE.

1.55½, Bicycle, American Amateur.  
2.0, " English "  
1.59½, " American Prof.  
1.59, " English "  
3.37½, " Run and Ride Am. Amateur.  
2.24½, Tricycle, American Amateur.  
2.14½, " English "  
2.33, " English Prof.  
2.4, Tandem, English Amateur.

##### ONE MILE.

2.37, Bicycle, American Amateur.  
2.39½, " English Amateur.  
2.39, " American Prof.  
2.40½, " English "  
4.31½, " Run and Ride Am. Amateur.  
3.13½, Tricycle, American Amateur.  
2.58½, " English "  
3.20, " English Prof.  
2.47½, Tandem, English Amateur.

##### TWO MILE.

5.42½, Bicycle, American Amateur.  
5.30½, " English "  
5.45½, " American Prof.  
5.36½, " English "  
6.27, Tricycle, American Amateur.  
6.21, " English "  
6.35, " English Prof.  
5.48, Tandem, English Amateur.

##### THREE MILE.

8.50½, Bicycle, American Amateur.  
8.32, " English "  
8.36½, " American Prof.  
8.39, " English Prof.  
10.7, Tricycle, American Amateur.  
9.38½, " English "  
9.55, " English Prof.  
8.39, Tandem, English Amateur.

##### FOUR MILE.

11.55½, Bicycle, American Amateur.  
11.24, " English "  
12.6½, " American Prof.  
11.39, " English "  
14.8, Tricycle, American Amateur.  
13.3, " English "  
13.19, " English Prof.  
11.30, Tandem English Amateur.

##### FIVE MILE.

14.51, Bicycle, American Amateur.  
14.18, " English "  
15.2½, " American Prof.  
14.28, " English "  
17.14½, Tricycle, American Amateur.  
16.19, " English "  
16.45, " English Prof.  
14.22½, Tandem English Amateur.

##### SIX MILE.

18.33½, Bicycle, American Amateur.  
17.33½, " English "  
18.14½, " American Prof.  
17.34, " English "

##### SEVEN MILE.

21.44½, Bicycle, American Amateur.  
20.30, " English "  
21.17½, " American Prof.  
20.30, " English "

##### EIGHT MILE.

24.45, Bicycle, American Amateur.  
23.28½, " English "  
24.21½, " American Prof.  
23.29, " English "

##### NINE MILE.

28.6½, Bicycle, American Amateur.  
26.22½, " English "  
27.21½, " American Prof.  
26.28, " English "

##### TEN MILE.

31.4½, Bicycle, American Amateur.  
29.19½, " English "  
30.7½, " American Prof.  
29.20, " English "

11 Miles. English Am. 32.19½.  
American " 35.16.  
English Prof. 32.19.  
American " 35.25½.

12 Miles. English Am. 35.15.  
American " 38.24.  
English Prof. 35.17.  
American " 38.52½.

13 Miles. English Am. 38.16.  
American " 41.29.  
English Prof. 38.14.  
American " 42.19½.

14 Miles. English Am. 41.26.  
American " 45.00.  
English Prof. 41.16.  
American " 45.49½.

15 Miles. English Am. 44.29½.  
American " 48.11.  
English Prof. 44.12.  
American " 49.15.

16 miles. English Am. 47.26.  
American " 51.37½.  
English Prof. 47.10.  
American " 52.43½.

17 Miles. English Am. 50.22.  
American " 55.2½.  
English Prof. 50.6.  
American " 56.12.

18 Miles. English Am. 53.20.  
American " 58.22.  
English Prof. 52.56.  
American " 59.45.

19 Miles. English Am. 56.15.  
American " 1.1.37½.  
English Prof. 55.47.  
American " 1.3.26.

20 Miles. English Am. 59.6½.  
American " 1.4.47½.  
English Prof. 58.34.  
American " 1.6.30.

The quarter mile time given above is that of Fred Russ Cook. Papers to substantiate this record have been examined by the racing board and accepted.

The bicycle records from eighteen to twenty miles are those made at Chicago recently, by Van Sicklen. These are now being examined by the racing board. If they fail to stand the test the records will be: 18 miles, 58.27½; 19 miles, 1.1.55½; 20 miles, 1.5.22.

The twenty-mile amateur English record is held by R. H. English. The professional record is held by Fred Lees.

Both Howell and Wood of the English contingent have put twenty miles inside of an hour. In the race for the twenty-mile professional championship, 25 August, 1883, Wood finished in 59.41½, and Howell and Lees, who were close behind, finished within the hour. Weston, a Northampton rider, would have got in on time, but was shut out by the crowd. It was in this race that Wood covered the last mile in 2.31½, the fastest mile ever ridden.

#### Notes by the Way.

THERE are tours and tours. Big and little, short and extended, of the clericality and the laicality. I have been on a tour unlike any that have preceded. I will tell you all about it.

I STARTED from the City of Destruction, and travelled to the Celestial City. Having learned that there was a good road all the way, and that many places of historic interest lay along the route, I determined to set out upon the journey, carrying my burden with me on a luggage carrier. I ascertained that the best guide book was one written by a Mr. John Bunyan, who gives the experiences of a gentleman who went to the Celestial City when much of the road was a howling wilderness; when science had not smoothed the pathway nor filled up the pitfalls, and when one's burden had to be carried on the back in a very primi-



tive and uncomfortable way. We learn much by the experience of others. The experience of the first explorer was very valuable to me, and as all good wheelmen will one day make a tour to the Celestial City, I hope they may profit by what I shall tell them of my trip.

I STARTED bright and early one morning. That's what they all do. Everybody starts bright and early, for if it isn't bright they don't start early, but wait till the clouds roll by. Well, as I was saying, I started bright and early on my wheel. Every nut was screwed home and ever bearing oiled. I had not gone far on my journey when I fell in with a rider, who joined me and travelled in my company. He told me that his name was Mr. Smooth-it-away, and I recognized him at once as one of the guides referred to by Mr. Bunyan. He proved to be well posted regarding the route, knew all the hard hills, the dangerous coasts, the sandy stretches and the places where the sidewalk must be taken. He knew which towns required light at night and bell by day, and where the horsemen were sure to give trouble. He told me that he was a native of the City of Destruction, and gave me much valuable information concerning that municipality. He also told me that he was a League consul and bound to help touring wheelmen on their way. His breast was decorated with badges to such an extent that I at first thought he was clad in gilded armor; but when I looked closer I saw that he had L. A. W. badges, C. T. C. badges, club badges without number, and two or three bright ribbons indicating that he had served as committee on reception at many gatherings of wheelmen. Mr. Smooth-it-away was a much honored man, and he wanted the world to know it. There are some great men that the world would never discover if they were not placarded.

SHORTLY after leaving the city we crossed a mystic bridge, beautiful in outline and decoration, but extremely fragile, for it trembled under the weight of our wheels and their burdens.

THE bridge crossed a deep and filthy slough that sent forth disagreeable odors and offended the nostrils and the sight. "This," said Mr. Smooth-it-away, "is the famous Slough of Despond, a disgrace to the neighborhood and to the highway committee who might fill it up if they would." I looked up my guide-book and found that Mr. Bunyan said that efforts had been made to fill the slough from time immemorial, twenty thousand cartloads of good intentions having been thrown in at one time. I called the attention of Mr. Smooth-it-away to this, and it aroused his indignation at once. "Pshaw," said he, "there's nothing substantial in good intentions; they won't fill up places like this. Why, our League has tons and tons of good inten-

tions; but they don't pan out much when you come to weigh them in the scale of action. Just look at this bridge, now. The city would n't build it, and the League had to. We obtained a sufficient foundation for it by throwing into the slough the report of the transportation committee, the new amateur rule and the circular giving the court decisions in favor of wheelmen. Now we've got a good bridge to cross on. The whole slough might be filled up in the same way if the League would only stir itself and mix a few tons of good intentions with the cementing sand of action." We crossed the bridge in safety, and soon came to a turnpike gate that my friend told me stood in the place of Bunyan's little Wicket Gate. In Bunyan's day the little narrow gate stood right across the pathway, and by its inconvenient narrowness it was a great obstruction to the traveller of liberal mind and expansive stomach. I found now a broad and liberal highway, and though it was crossed by a turnpike gate, there was no difficulty in getting through after we had obtained our League tickets, for this was a League turnpike, and like all League privileges, it was for League members only. Looking up my guide-book I found that in early days a man named Evangelist was stationed at this gate, and it was his duty to supply travellers with a mystic roll. I found him still on duty, his long white hair and beard looking all the whiter and brighter in contrast with the brown League uniform he wore. It was his duty to inspect the tickets of those who had them and supply them to those who were deficient. I received my ticket and deposited my fee. I found out afterwards that the ticket was much more convenient and useful along the road than the antique roll of parchment given to former travellers; but I will leave my reader in ignorance of the comparative value of the two at the gate of the Celestial City until the development of my story brings me to that place. I noticed that the number on my ticket was a very large one, 7,842. "Does this number represent the total of all those who have joined the League?" said I to Mr. Smooth-it-away. "Oh no," said he; "that was the idea in giving numbers at first, but we had a secretary named John Kins, and he broke up the continuity by giving to the new-comers numbers that had been abandoned. We don't know just how much of this thing he did, and so we are at sea regarding the total number of persons who have joined us." We asked Mr. Evangelist about some of our friends, and we were glad to know that he was acquainted with all of them. He told us that Karl Kron was not in a condition to go to the Celestial City just yet, because he had showed a covetous disposition regarding subscribers to his book. Burley Ayers, he told us, was organizing a tour to travel to the city by rail, and he had understood that Kirkpatrick had written on to find whether there were any professionals in

the city, before making up his mind to go there. We asked Mr. Evangelist about the ancient feud between Prince Beelzebub and the keeper of the Wicket Gate; for it will be remembered that the adherents of the prince used to shoot deadly arrows at pilgrims who knocked at the gate. He told us that the feud was over and the war at an end. The prince's subjects are now numerously employed about the turnpike gate; for, while they are peaceable, they are not yet ready to go to the Celestial City, every one of them being a maker's amateur. "We like them very much," said Mr. Evangelist; "but they can't pass along till they are pure amateurs."

We left our friend at his post and rode along. "But where is Mr. Greatheart?" inquired I. "We ought to meet him at this point. Is he not employed as guide and convoy by the League?" "Oh, no," said Mr. Smooth-it-away. "He was offered a chance by the League, but he would n't accept it. The fact is, he has guided so many pilgrims on foot, that he had become used to that way of travelling, and he had no patience with those who rode bicycles; for he said that was no way to travel with dignity. Besides, the old fellow had entered so heartily into the ancient feud with Prince Beelzebub, that he would have been in perpetual trouble with the prince's subjects, now the maker's amateurs, and, I believe he would protest them every time he got a chance, proof or no proof. He has gone on to the Celestial City."

OUR attention was attracted, at this moment, by a coal black steed, driven at headlong speed, and coming directly towards us. I felt some fear at first that he would run us down; but as he approached us, he veered to the right, and gave us the better part of the roadway, nodding to us cheerfully as he passed us by. "Who is that?" asked I. "That? why don't you know him?" said Mr. Smooth-it-away. "That's Mr. Apollyon, Christian's old enemy, with whom he fought so fierce a battle in the Valley of Humiliation. We have civilized him, you see. At first, he gave us no end of trouble, for he would run down the wheelmen or strike them with his whip as he passed. He ran down Dalton, of the Boston Club, once, and the League had him arrested; but the jury decided that the community suffered no loss when a cycling poet is killed or injured, and therefore there was no offence. But we caught him afterwards on several occasions, and made him feel the heavy hand of the law. He has paid enough in fines and costs to supply an extra furnace for his establishment and run it a century. He gives us all the roadway we want now." "Bravo, bravo!" exclaimed I, with irrepressible enthusiasm. "How glad Christian will be to hear of this. I promise myself much pleasure in telling him, when we reach the Celestial City."

# RUDGE & HUMBER.

## SPECIAL NOTICE.

*We beg to notify our Agents and the Bicycling Public that we have now the Sole United States Agency of Messrs. Marriott & Cooper's Celebrated*

## HUMBER

*Bicycles, Tricycles, and Tandems, and shall handle the above Machines next year, in connection with the celebrated*

## RUDGE

*Cycles. Further details will soon appear in the columns of the Cycling Press; meanwhile,*

## WATCH FOR RECORDS

—AT—

## HARTFORD AND SPRINGFIELD

—ON THE—

## RUDGE AND HUMBER.

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152 to 158 Congress Street, BOSTON, MASS.



# THE 24-HOUR RECORD

Broken by L. D. MUNGER, of Detroit.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

# APOLLO!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

SEND FOR CATALOGUE OF 18 STYLES OF BICYCLES, TRICYCLES, SOCIABLES AND TANDEMS.

A High Grade of Miniature Machines for Boys and Girls.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.

## CURRENTS CALAMO

Now for it.

HARTFORD, then Springfield.

THE world never before saw such a congregation of racing men as we shall see.

THE clerk of the weather has always smiled on these affairs. We hope he will be happy this year.

THE mayor and ex-mayor of Mankato, Minn., are bicycle riders.

THE League Bulletin publishes the constitution and a list of officers.

SPRINGFIELD will give us some tandem records, without doubt. Among the competitors will be Gaskell and Burnham, on a Club, and Corey and Hitchcock on a Rudge, and we should not be surprised to see Gideon and Powell on a Humber.

WE ran out to the C. T. C. consulate last week to look up our old friend Papa Weston, and we were glad to find him in improved health. It is a case of nervous prostration brought on by overwork and it will be many weeks before the patient gets into harness again. His physician orders perfect rest and freedom from the cares of business. As soon as he is able he will go to a summer resort on the coast of Maine, and after that will take a cruise in a pilot boat. He will resign his consulship at once, and until his successor is appointed, Mr. C. H. Potter, of Cleveland, will be acting chief consul of the C. T. C. We shall miss the worthy consul, and we feel that the sport has met with a loss in his forced retirement; but we hope to soon see him about again with renewed health and strength.

AT some distance from the road, Mr. Smooth-it-away showed me an ancient looking tavern. "That," said he, "is the interpreter's house. Bunyan mentions it as a noted stopping-place, but the interpreter does not make a discount to League members, and they don't go there." "Now," said Mr. Smooth-it-away, "we are coming to the place where Christian lost his bundle." We were joined at this point by Mr. Live-for-the-world, Mr. Hide-sin-in-the-heart, Mr. Scaly-conscience, Mr. Ride-for-ducats, Mr. Sell-his-prizes, Mr. Delinquent-subscriber, and Mr. Club-beat, who entered into a discussion with us upon the relative value of luggage carriers and M. I. P. bags. We congratulated ourselves that we were in no danger of losing our bundles, for we had in them a lot of favorite habits, and not a few prejudices, which we trusted would not be out of fashion, even in the polite circles of the Celestial City. We passed the place in safety, and not a bundle fell.

Now rose up before us the Hill of Difficulty—but stop! It is a good plan to pause at the foot of a hill and take breath for the journey. I beg your indulgence for a week, and meanwhile we will take breath

BY THE WAY.

CHRIS WHEELER announces his "Rhymes of the Road and River," for 18 November next. The price is to be \$2.00. Published by E. Stanley Hart, 321 Chestnut street, Philadelphia.

THE John Wilkinson Company shipped a bicycle to Jerusalem, the other day.

WE have received a copy of "In and Around Cape Ann," by John S. Webber, Jr., of Gloucester, Mass., and have found it to be an entertaining little volume, as well as a valuable guide and handbook for those who visit Cape Ann. The book illustrates and describes Gloucester,

Magnolia, Chebacco Pond, Manchester-by-the-Sea, and points out places of interest, and tells the best way to get to and see them. Other places on the Cape are also described, and there are chapters giving reminiscences of the past relating to wheels and wheelmen. The illustrations help the text, and are well drawn. The book is a valuable addition to cycling literature. 97 pp. John S. Webber, Jr., Gloucester, Mass., 75 cents.

THE score card which was gotten up by Henry Goodman & Bro., of Hartford, Conn., several years ago, has proved to be so useful that several of the bicycle clubs, and other parties, have used the card without regard to the fact that it was copyrighted, and Messrs. Goodman & Bro., have placed the matter into the hands of lawyers to secure damages already suffered, and to prevent any further unlawful use of their score card.

CHIEF CONSUL HUNTINGTON has called a meet of the Connecticut division of the L. A. W., to be held at Hartford, 2 September, in connection with the Connecticut Club's tournament. All the League clubs in the State, together with the unattached riders, will meet at the Capitol at 10 A. M., and form a parade through the principal streets. An elegant prize will be awarded to the out-of-town club having the greatest number of men in line. The parade will be followed by a business meeting, and in the afternoon the wheelmen will unite in a run to Charter Oak Park to witness the first day's races. During the forenoon of the second day parties will be organized at the Capitol for short runs to various points of interest about the city. Excursion rates will be obtained on all the railroads, and a big crowd is expected.

J. C. GARROOD, superintendent of W. W. Stall's repair department, sailed Saturday, for England. Mr. Garrood has been unwell for some time past, and the trip is made partly for the benefit of his health and partly for business. He will be away about two months.

ON Saturday Gideon Haynes and E. G. Frost will start from Boston for the purpose of attempting to ride to Portsmouth and return within twenty-four hours. The trip has been made within the day by Portsmouth riders several times, but we know of no rider from Boston that has tried it.

AN exchange says a well-known rider will soon attempt to "lower" the twenty-four hour record. Lots of us can do that.

J. E. GIBSON, of San Jose, Cal., is credited with a run of 211 miles in twenty-four hours, made 29 July. We do not learn that he took any method to verify his route and distances.

THE Southern wheelmen who are wheeling to Springfield have arrived at Philadelphia, having ridden 1,000 miles. The party is composed of J. H. Pol-



hill, of Macon, Ga., William Maxwell, of Charlotte, N. C., and Frank Steffner of Asheville, N. C.: "We had the honor," said Maxwell, "of riding the first bicycle that ever crossed the Allegheny and Blue Ridge Mountains. We rode on the soil of four States in one day. We crossed the two States, West Virginia and Maryland, at their narrowest points. We rode from Staunton to Winchester in nine hours and fifteen minutes, and the roads were rough, too. The distance was ninety-eight miles. That was our hardest day's work. We are now on our way to Springfield, Mass., where we shall take part in the World's bicycle tournament which opens there 8 September."

THE Clerical Wheelmen's tour ended at Niagara Falls, 21 August, where the party disbanded. There were twenty in the party, and their average weight at starting was 142 pounds; at the end, 145 pounds. Six were Lutherans, one Congregationalist, three Methodists, one Baptist, one Reform, three Episcopalians, five Presbyterians. The tourists passed a resolution declaring the tour an unequalled success, and hoping to meet again next year on a similar undertaking.

WHEN amateurism becomes a bit more purified there will arise an era when medals will resume popularity. A mere trophy of victory, without any intrinsic commercial value, is already acceptable to the genuine amateur, and the sport will benefit by the transference of valuable prize-hunting cyclists to the professional ranks. — *Tricycleist*.

W. G. ROSS, ex-amateur champion five-mile rider, of Montreal, Can., has retired from the cinder path. He was one of the fastest of Canadian riders, and at the time of his retirement was speedier than at any time during his career.

THE Massachusetts Bicycle Club has received an invitation from the Citizens' Bicycle Club, of New York to visit New York some time in October, and be the guests of the club for a number of days. The invitation will undoubtedly be accepted.

THE Cunard steamer Etruria, which brought over the Little Four party, made the fastest western trip on record, her time of passage from Fastnet light to Fire Island, being six days and two hours. The passengers adopted resolutions congratulating the captain on the speed of his vessel.

A NARROW escape from a severe accident occurred on the track, at Springfield, on Saturday, when Rowe, Cook, Weber and Powell turned the upper curve in a bunch, and the inside man swinging out to far, Weber was thrown against the fence, two or three of the others taking headers. Beyond headaches and minor scratches, no injuries resulted. — A. B. Rich of New York has begun training. — Neilson is doing better work this year than last. — The accident causes the determination to remove the whole dividing fence on the home stretch

between the tracks, instead of only the part below the wire.

E. W. POPE, secretary of the Pope Manufacturing Company, returned home from England, Saturday.

THE Wakefield Bicycle Club left Monday for a three weeks' vacation at York beach, Me.

THE Little Four party is now at home once more. Mr. Overman arrived on Saturday, the 15th, and Messrs. Hodges, Harrison and Tombs came one week later. They were duly received by the Boston Club, and entertained at Hotel Pemberton, on Thursday evening.

ZACHARIAS and Smith have sent us a roll of their adhesive tire tape. We have not tested it yet, but if it will do all that they claim, it will find a place in every wheelman's tool bag. It is to be wound about rim and tire, to hold a loose tire in place, and the makers tell us it is a great improvement over the metallic tire binders.

THE outline of the Clerical Wheelmen's tour provided for a century run for all those who desired to make it on the road between Cobourg and Kingston. Several tourists accomplished the run, the Rev. E. P. Johnson, of Marshall, Mich.; Rev. J. P. Maveety, of Homer, Mich.; and Mr. B. J. Holcomb, of Detroit, riding from Port Hope, one hundred and two miles; Rev. Louis A. Pope, of Warren, R. I.; Mr. Eliot Mason, of New York, and George Zeh, of Washington, rode from Cobourg, covering ninety-six miles. Rev. Charles E. Fessenden, of Summit Hill, Pa., covered seventy miles on a tricycle. Rev. Dr. Barnes and brother covered fifty miles on their tandem tricycle. Rev. Sylvanus Stall, of Lancaster, and Prof. C. P. Hoffman, of Bordentown, arrived at Kingston at 4.30, having ridden seventy miles in the last twenty-three without a dismount.

MESSRS. HOWELL and Chambers, representatives of Messrs. Rudge & Co., arrived Saturday in the steamship Samaria in good health and spirits. Howell is looking much better than last year.

THE racing men are gathered at Hartford and Springfield, waiting for us to go up and see them.

E. G. WHITNEY, of the Boston Bicycle Club, who was captain of the Boston division of the "Big Four" tourists on their recent excursion through Canada, is making arrangements for a reunion of the members of the division in September, which is to consist of a Saturday afternoon run to Salem, to be followed Sunday by a run to and dinner at Nahant, the party wheeling from there to Boston in the cool of the evening. It is expected that all the Eastern members of the division will be present, and possibly Munger, of Detroit, and Cola Stone, of St. Louis, who were the Western boys assigned to the Boston party. The dates fixed are Saturday and Sunday, 12 and 13 September.

As a sort of preliminary meeting, Mr. Whitney organized a picnic run of the

members of the tour residing in and near Boston. The affair took place Sunday last at Spot pond, Stoneham, the party and a few guests starting from the Massachusetts club house, at 9.30 o'clock, under command of Capt. Whitney. The "Big Four" tourists present were A. D. Peck, Jr., John W. Vivian, W. W. White, C. A. Joslin, Gideon Haynes, Jr., and W. I. Harris. Chase of the Leominster Club, Nelson, of the Charlestown and Regestein, of the Massachusetts Club, were with the party.

At Medford the picnickers were met by E. P. J. Morton, of Melrose, a member of the Massachusetts Club, who acted as convoy to Spot pond, where the tourists remained until two o'clock, enjoying themselves boating and bathing. The party then wheeled to the Medford House, where dinner was taken, and from whence the return was made to Boston. During the run the final arrangements for the coming reunion were discussed and agreed upon.

LONDON W. will sail for home 12 September.

LONDON W. writes us: "As I was on my way to Liverpool by train, a few days since, I saw in one of the railroad stalls a little book called 'The Tricycle,' which I immediately recognized as Benjamin Ward Richardson's contribution to cycling literature. A shilling made me the possessor of a copy, and the next hour was spent in perusing what a man occupying a place of honor, responsibility and trust had to say about a sport and pastime I was as familiar with as he. Such a book is a grand thing for the cause. There is no doubt about its value as a book; but as this matter has been pretty well gone into 'By the Way,' I will only add the recommendation that 'The Tricycle, in Relation to Health and Recreation,' find a place in every wheelman's library."

We have just received a supply of this work, but cannot fix a price, for lack of invoice.

CONTINENTAL wheelmen are rejoicing over the abolition of the tax on cycles going into Italy. It has been customary to require a deposit on taking a machine into the country, but this bond is now no longer demanded.

Young Illston, the English flier, his trainer, Robert James, P. Furnival, the crack cyclist, with several others, arrived at Springfield Friday night, and were welcomed at the depot by the local wheelmen. They will go into training without delay. Furnival is tall, measuring for a 60-inch wheel, but riding a 58. He is a student and an amateur in every sense of the word.

Going out to the track last Friday week, Cola Stone said, "now, see us do up Mr. Fred Russ Cook;" but when Mr. Cook jumped on his wheel and flew around a quarter mile in 38 seconds, Cola said: "Great Scott, see him go;" and when later he tried it and could make it no

faster, he said: "All I want to know now is, is Cook in condition?" Cook has certainly got some excellent stuff in him, and will be heard from in the Springfield races. — *St. Louis Post Dispatch*.

THE City Bicycle Club, of Brockton, took a run to Canton Sunday to enjoy one of Cobb's famous dinners. There were seven in the party. Only one of the number exerted himself to vary the monotony of the trip; but his performance was rather tame, and fell flat to the ground. Just this side of Stoughton, Free took a header. No bones were dislocated, either in his machine or in himself. The party arrived home at about five o'clock, ready for another run.

THERE is to be a big meeting at Leipzig on 6 September, when the open events comprise a 10,000 metre race, the first prize in which is worth 500 marks, with a medal thrown in, and a gold medal if the record of 19.58½ is beaten; a 2,000 metre tricycle race, and a tandem race over the same distance.

W. H. HUNTLEY is said to have ridden from Newton Centre to Newburyport, 103 miles, in 9 hours 59½ minutes, on his Crippen tricycle last Sunday.

UNDER the revised racing rules the intermediate time of three watches will be taken when a record is broken instead of the average time.

FRED RUSS COOK's quarter mile record has been accepted by the racing board, proper certificates having been submitted.

MESSRS. T. H. LAMBERT, of Humber & Co., and Percy Furnival, one mile amateur tricycle champion of England, paid a flying visit to Mr. L. H. Johnson, Humber's United States agent, last week. Furnival essayed a ride on the Star, which resented British rule by pitching him off backwards. With his host's 59-inch Victor he expressed himself much pleased. A run on a Humber tandem over the smooth macadams of Orange was enjoyed by both visitors.

#### Brooklyn Park Regulations.

BICYCLERS in Brooklyn and their comrades of New York are discussing the recent manifesto of the commissioners who control Prospect Park, and the going and coming of those who wish to enjoy the beauties of that pleasure ground. Ever since the unfortunate accident which resulted in the death of a child, the unhappy wheelmen who roll over the asphalt streets of the City of Churches, and down the Boulevard to Coney Island, have been in daily expectation of having the park gates shut upon them. Though why such a fate should overtake them, any more than that a decree of banishment against all carriages should follow when a child is run over in the streets, is a difficult question for a just and righteous man to answer. Still, this is a matter of

tact and not of justice, and the fact was, that more than one wheelman did all the park riding that he could lest the expected degree of banishment should fall upon him.

Last week, however, the commissioners issued a set of rules, based on those in use in Central Park, and prepared by them in joint action with a committee of the city clubs. They provide that no one shall ride in the Park, Eastern Parkway, or Boulevard, without wearing a numbered badge, issued by the commissioners, after the applicant has registered his name and address, and proved his ability to ride well. Even those wearing badges cannot ride over the park walks, except in certain localities, between the hours of 10 A. M. and 7 P. M., from 1 May to 1 December.

The Brooklyn wheelmen in general are inclined to rejoice that they have gotten off so easily, in the face of prejudice, and to eat the bread of humbleness in silence, waiting for the bicycle millenium, when they shall enjoy their road rights in the park, as elsewhere, instead of being compelled to pick their way along winding walks, among spooning couples and baby carriages. It seems a little hard to the free and enlightened riders that they must be registered and adorned with badges and numbers before they can enter the parks, as dogs must be licensed before they can be permitted to run in the streets. "Reckless and incompetent driving is as destructive to life and limb as reckless and incompetent bicycle riding," said a wheelman yesterday. "Why should n't the men who whirl through the park behind fast trotters, be compelled to register and wear a badge and number after they have proved their horsey qualifications before a committee of jockeys? But this is one of those rules that does n't seem to work both ways, and therefore, according to the old saying, we are certainly justified in calling it a bad rule." — *Tribune*.

#### RACING NEWS

MONTREAL, 15 August. Race at Montreal Lacrosse Grounds. *Two Mile Handicap*. — G. S. Low, scratch. 7.25½; J. T. Gnaedinger, 25s. (2); A. J. Darling, 50s. (3).

MR. JOHN V. STEVENSON, of Greensburg, Pa., is promoting a road race, which he calls a "Royal Rollicking Road Race," from Uniontown, Pa., to Wheeling, W. Va. The distance is seventy miles, over a hilly, but smooth road. The date is 14 September, and there will be five prizes.

THE half-mile and five-mile New York State championship for the bicycle, and the one-mile tricycle State championship will be run at the meet of the New York Division in Brooklyn, 12 September.

The first annual race meeting of the New Jersey division will be held at Mill-

ville, N. J., on Saturday next. The events include one and five-mile State championships.

The third annual race meeting of the League of Essex County Wheelmen will be held at the trotting park, Danvers, on Saturday afternoon, 19 September. There will be two races, for League members only — a one-mile championship for a gold medal, and a three-mile race for two suitable prizes; also, the following races, open to wheelmen generally: One half mile, one mile, two-mile handicap, and five-mile, two prizes to be awarded in each race. There will also be a tug-of-war race of one mile for a set of colors to the winning club. Entries may be made to M. F. Emilio, 287 Essex Street, Salem, up to Tuesday, 15 September. List of prizes and further particulars will be announced later.

THE Canton (Ohio) Bicycle Club will hold its annual race meeting in connection with the Stark Company Fair, 30 September, next. The five mile race will be open to all amateur wheelmen. Handsome medals will be furnished, as the club will put twice the amount of money into them that they did last year. The occasion is designed merely for local interest, but a considerable attendance is looked for from Akron, Canal, Dover, and other neighboring towns.

THE Binghamton Club offers an attractive programme for its meet of 15 September. They have just finished a new five lap track at Riverside Base Ball Park, for bicycling exclusively, and it will be in fine condition for fast time.

There will be a parade of visiting wheelmen at 11 o'clock A. M., and an entertainment at the Pioneer Rink at eight o'clock in the evening. Entries close 13 September to F. J. Bayless, Binghamton, N. Y. See advertisement for list of races.

THE Providence Bicycle Club has completed arrangements for its annual tournament, which is to be held at Narragansett Park, 22 September, in connection with the State Agricultural Fair. Entries from many of the leading racing men of the country have already been received, and the races promise to be a success in every way. The prizes will be of unusual elegance, and will attract a big field of starters. The programme has just been completed, and is as follows: —

*One Mile, Amateur*. — First prize, silver cup; second prize, silver goblet.

*Half Mile, for boys under fourteen years of age*. — First prize, gold medal; second prize, silver medal.

*One Mile, Championship of Rhode Island*. — First prize, gold medal, second prize, silver medal.

*Two Mile, Tricycle*. — First prize, suit of clothes; second silver cup.

*Half Mile without hands*. — First prize, gold medal; second prize silver medal.

*One Mile, College Championship of New England*. — First prize, gold medal; second prize, Butcher cyclometer.



*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

*Two Mile, Professional Race.*—Purse of \$100, divided, \$50, \$35 and \$15.

*Half Mile Tricycle.*—First prize, silver cup; second prize, silver vase.

*One Mile, Club Championship.*—First prize, gold medal; second prize, silver medal; third prize, hygienic saddle.

*Three Mile Lap Race.*—First prize, silver cup, \$40; second prize, brass cigar case, \$18.50.

*One Mile for Star Bicycles only.*—First prize, good medal; second prize, silver medal.

One mile consolation race for five prizes.

Entries close 12 September, with George R. McAuslan, box 1046, Providence.

#### CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.  
99 Superior street, Cleveland, Ohio.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:

*Connecticut.*—F. A. Jackson, 608 Chapel street, New Haven.  
*Colorado.*—Geo. E. Birtlinger, 608 Harrison avenue, Leadville.  
*Illinois.*—L. W. Conkling, 108 Madison street, Chicago.

*Massachusetts.*—F. A. Pratt, Concord, Mass.  
*Maryland.*—S. T. Clark, 2 Hanover street, Baltimore.

*Missouri.*—W. M. Brewster, 309 Olive street, St. Louis.

*New York.*—Dr. A. G. Coleman, Canandaigua.  
*New Hampshire.*—W. V. Gilman, Nashua.  
*New Jersey.*—L. H. Johnson, Orange.

*Ohio.*—Alfred Ely, 873 Prospect street, Cleveland.  
*Pennsylvania.*—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island.*—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin.*—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Wyoming Territory.*—C. P. Wassung, Rock Springs.

*Canadian Division.*—Application blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

*APPLICATIONS FOR MEMBERSHIP.*—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Chas. B. Ellis, 1033 Broadway, Kansas City, Mo.; Taylor Boggis, 279 Prospect street, Cleveland, Ohio.

*APPOINTMENTS.*—The following gentlemen are hereby appointed consuls for the cities and towns designated: East Orange, L. H. Porter; Jersey City, W. Dacamera; Moorestown, F. C. Stokes; Paterson, W. G. Norwood; Perth Amboy, E. W. Barnes; Westfield, F. A. Kench, Jr.  
L. H. JOHNSON, N. Y. State Consul.

#### TO CORRESPONDENTS

BURT LUCAS. Our author is behindhand. Can't account for it. It is undoubtedly the best.

A. C. D. L. Article was published last week.

#### FIXTURES

27 and 28 August:  
Cleveland (Ohio) Club, annual races. Two mile bicycle championship.

29 August:  
Races and meet of New Jersey Division at Millville, N. J.

2 and 3 September:  
Tournament of the Connecticut Bicycle Club at Hartford. Five mile bicycle championship.

3 September:  
Races of Troy Club, Island Park, N. Y.

9 and 10 September:  
Meet of Iowa Division at Des Moines.

8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

12 September:  
Races of Keystone Club, Pittsburg, Penn.  
Meet and races of N. Y. Division at Brooklyn.

14 September:  
Royal Kollicking Road Race to Wheeling, W. Va.

15 September:  
Races at Binghamton, N. Y.

17 September:  
Races of Genesee Club at Rochester, N. Y.

21 September:  
Professional races at Washington, D. C.

22 September:  
Races of Providence Club.  
Minnesota Division meet at Minneapolis, Minn.

30 September:  
Races at Canton, Ohio.

2 and 3 October:  
Races of Ramblers Club, St. Louis.

9 and 10 October:  
Tournament of Omaha (Neb.) Wheel Club.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 54-inch Royal Mail Light Roadster, 1885 pattern; never taken from crate; price \$120. ROYAL MAIL, Box 103, Providence, R. I.

**FOR SALE.**—Victor tricycle, 1883 pattern, with lamps, bell and cyclometer. Good condition, \$75. 54-inch nickel-plated and enamelled British Challenge, with K. R. hub lamp and bell; good as new; \$100; will send either of the above on approval to responsible party. Address, ROGERS, Yale Box 205, Hudson, N. Y.

**ONE** 54-inch Royal Mail Racer in fine order; \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

**FOR SALE.**—Victor tricycle, 1883 pattern; in good condition. For particulars apply to H. W. HAYES, 91 State street, Boston.

**FOR SALE.**—40-inch Standard Facile bicycle in good order; new last year; cost \$117. Will sell for \$75. GEO. H. SHATTUCK, Pepperell, Mass.

**FOR SALE.**—A 48-inch special improved Star, lists, fine order, \$85.75; sell \$65; 42-inch St. Facile, newly painted; A1 order; lists \$122; sell \$70. G. O. CLAYTON, Aurora, Ill.

**FOR SALE.**—One 44-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia; all bargains; write for particulars. T. B. RAYL & CO., Detroit, Mich.

**FOR SALE.**—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

#### THIRD ANNUAL MEET

OF THE

**New York State Division L.A.W.**

At BROOKLYN, N. Y.,

SATURDAY, SEPT. 12, 1885,

UNDER AUSPICES OF THE

KING'S COUNTY WHEELMEN.

RACES AT W.A.C. GROUND.

PROGRAMME.

1-2, 5 Mile N. Y. State Championship.

1 Mile N. Y. State Tricycle Champ'nship.

1 Mile Scratch.

1 Mile Record.

1 Mile Novice.

2-3 Mile Handicap.

Entrance Fee, \$1.00 each event.

Entries close Sept. 5, to

CHAS. SCHWALBACH.

132 Penn Street - - BROOKLYN.

#### SOMETHING YOU WANT.

Don't wait, but send twenty-five cents at once for a package of our **ADHESIVE TIRE TAPE**. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

ZACHARIAS & SMITH,  
Newark, N. J.

**CLUB SONGS FOR WHEELMEN**  
PRICE 25 CTS. T. S. MILLER & CO.  
23 So. JEFFERSON ST. CHICAGO

#### THIRD ANNUAL RACES

OF THE

**Binghamton Bicycle Club,**

AT

RIVERSIDE PARK,

BINGHAMTON, N. Y.

TUESDAY - - SEPT. 15, 1885.

#### PROGRAMME AND LIST OF PRIZES.

Distance, 1 mile; description, novice, open; 1st prize, gold medal; 2d prize, silver medal.

Distance, 2 miles; description, dash, open; 1st prize, gold medal; 2d prize, silver head cane.

Distance, 1 mile; description, B. B. Club, 3.20 class; 1st prize, gold medal.

Distance, 3 miles; description, lap, open; 1st prize, gold medal; 2d prize, silk umbrella.

Distance, 1 mile; description, N. Y. State championship; 1st prize, gold medal.

Distance, 1 mile; description, ride and run, open; 1st prize, gold medal; 2d prize, gold watch charm.

Distance, 5 miles; description, handicap, open; 1st prize, gold medal; 2d prize, gold-head cane.

Distance, 1 mile; description, consolation; 1st prize, gold medal.

Distance, 1 mile; description, tug of war, three men from each club; 1st prize, steel engraving.

Entrance Fee, 50 Cents for each event.

Entries close Sept. 13, and should be sent to F. J. BAXLESS, Binghamton, N. Y.

Entertainment at Pioneer Rink in the Evening.

Athletic Park, Washington, D. C.

COMMENCING

Monday, Sept. 21st,

**PROFESSIONAL**

International Handicap.

ONE MILE HEATS.

**PURSE \$500 IN GOLD.**

1st Prize - - - \$250.00

2d " - - - 100.00

3d " - - - 75.00

4th " - - - 50.00

5th " - - - 25.00

Entries limited to Twelve Men.

#### RULES and REGULATIONS.

1st. Each man to run two heats each day, each heat against a different rider, until he has competed against all the men entered.

2d. The winner of the greatest number of heats to receive first prize; second number of heats, second prize, etc.

3d. All entries to close on Monday, Sept. 7, at 12 M. An entrance fee of \$1.00 must accompany each entry, and should be addressed to

**L. MOXLEY,**

608 10th St., Washington, D. C.

#### GRAND

**BICYCLE TOURNAMENT**

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

The Prizes will amount to \$500, a list of which will be printed soon.

#### EVENTS.

1. One Mile Open, Amateur.  
2. Two Mile Open, Amateur, Tricycle.  
3. For Boys under 12 Years of Age, 1-2 Mile.

4. Three Mile Lap Race Open, Amateur.

The party winning the most laps in this race is entitled to a prize, as well as the winner of the race.

5. One Mile (Championship of R. I.), Amateur.

6. Two Mile Open, Professional.  
\$50 to the first, \$35 to the second, \$15 to the third.

7. One Mile College Championship for New England, Amateur.

8. Half Mile Open, Tricycle, Amateur.

9. One Mile Championship of the Prov. B. Club.

10. Half Mile Open (without hands), Amateur.

11. One Mile (for "Stars" only), Amateur.

12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

#### BICYCLES!

Send for Price List of Shop-worn and Second-hand

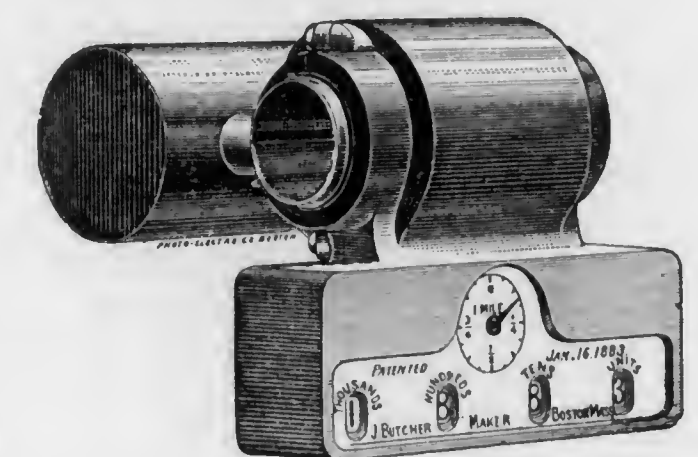
BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

**The Butcher Cyclometer,**

IMPROVED FOR 1885.



Can be read from the Saddle and used with a Hub Lamp.

Price - - - \$10.00

Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with.

**BUTCHER CYCLOMETER CO.**

Nos. 6 and 8 Berkeley St.,  
BOSTON - - - MASS.

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**LIQUID ENAMEL!**

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

#### FACILE

**LUBRICATING OIL!**

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

**NOTICE.**—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.



[**\$2,000 !**]      **THE SECOND**      [**\$2,000 !**]  
**Annual Race Meeting** OF THE **Connecticut Bicycle Club**

— WILL BE HELD AT —

**CHARTER OAK PARK, Hartford, Wednesday and Thursday, September 2 and 3, 1885.**

**TWO THOUSAND DOLLARS IN PRIZES !**

This Track is Unsurpassed, holding the World's One-Mile Record of 2.39. All the Fliers will be there.

**PROGRAMME.**

**FIRST DAY—2 September.**

- 1—1-MILE NOVICE RACE. Prizes: 1st, Gold Medal, \$20; 2d, Silver Medal, \$15.
- 2—1-MILE TRICYCLE RACE. Prizes: 1st, Colt's Repeating Rifle 15 shots, \$50; 2d, Silk Umbrella, \$12.
- 3—5-MILE PROFESSIONAL RACE. Prizes: 1st, \$85 cash; 2d, \$25; 3d, \$15.
- 4—1-MILE AMATEUR RACE, OPEN. Prizes: 1st, Two-Track Columbia Tricycle, \$160; 2d, Picture, \$20.
- 5—FANCY RIDING BY D. J. CANARY.
- 6—5-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prize, Gold Medal, \$50.
- 7—1-MILE, RIDE-AND-RUN RACE. Prizes: 1st, Gold Medal, \$30; 2d, Silver Medal, \$15.
- 8—10-MILE AMATEUR RECORD RACE, OPEN. Prizes: 1st, Columbia Light Roadster (given by the Weed Sewing-Machine Company), \$155; 2d, Engraving, \$50; 3d, Clock, \$15.
- 9—3-MILE RACE, 9.45 CLASS. Prizes: 1st, Gold Medal, \$45; 2d, Silver Medal, \$15.
- 10—1-MILE, TUG-OF-WAR RACE. Prizes: 1st, Picture, \$35; 2d, Rug, \$20.

**SECOND DAY—3 September.**

- 1—1-MILE RACE, 3.00 CLASS. Prizes: 1st, Gold Medal, \$40; 2d, Silver Medal, \$20.
- 2—5-MILE L. A. W. CHAMPIONSHIP RACE. Prize: Gold Medal, \$50.
- 3—10-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 4—3-MILE AMATEUR RACE, OPEN. Prizes: 1st, Ball-Bearing Sewing Machine, \$65; 2d, Field Glasses, \$25.
- 5—3-MILE TRICYCLE RACE. Prizes: 1st, Stop Watch, \$45; 2d, Clock, \$25.
- 6—3-MILE CONNECTICUT STATE CHAMPIONSHIP RACE. Prizes: Gold Medal, set with Garnet, \$40.
- 7—1-MILE SAFETY BICYCLE RACE. Prizes: 1st, Gold Medal, \$25; 2d, Silver Medal, \$10.
- 8—1-MILE PROFESSIONAL RACE. Prizes: 1st, \$125 cash; 2d, \$50; 3d, \$25.
- 9—5-MILE AMATEUR RACE, OPEN. Prizes: 1st, Colt Shot Gun, \$100; 2d, Picture, \$45.
- 10—1-MILE CONSOLATION RACE. Prize: Gold Sleeve Buttons, \$20.

**ELEGANT SPECIAL MEDALS WILL BE GIVEN FOR ALL RECORDS BROKEN.**

WHEELMEN, plan your vacation so as to be present at the Two Greatest Racing Events of the Year, — Hartford, September 2 and 3, and the following week at Springfield.

ENTRANCE FEES: Amateurs, \$1.00 for each Event; Professionals, 1-mile, \$3.00; 5-mile, \$5.00; 10-mile, \$10.00.

ENTRIES CLOSE AUGUST 27.

Address R. F. WAY, Box 1025, Hartford, Ct.

**DOUBLE ♦ SPLIT ♦ SECOND ♦ TIMERS.**

We have secured a few Double Split Second Timers, by which two men's time can be taken independently. Divided to eighths of seconds.

**NICKEL CASES. PATENT WINDERS.**

**PRICE, \$25.00 EACH.**

Obtain one of these beautiful instruments for use in the fall races. Sent by mail on receipt of price, or C. O. D., with privilege of examination, on receipt of amount sufficient to cover express charges both ways.

**W. W. STALL, 509 TREMONT ST., BOSTON.**

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TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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There will be no edition of this work in 1885. Fifty cents by mail.

We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE BICYCLISTS' INDISPENSABLE for 1885 is now in press.

TRICYCLING FOR LADIES, BY MISS F. J. ERSKINE. — "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." Twenty-five cents.

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HEALTH UPON WHEELS, by W. Gordon Stables, M. D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Mid-dling" class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables — Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap — Toilet Requisites. Calmatives — Nervousness — Sleeplessness. Mineral Waters. A Tourist's Filter. Price by mail, Fifty cents.

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CHRISTMAS NUMBERS. — The Christmas numbers of the *Cyclist* are profusely illustrated and filled with enter-taining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Fifty cents. Editions of 1882 and 1883, twenty-five cents each.

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THE CYCLIST is a well-filled newspaper, containing the earliest, the best, and fullest reports of all wheel matters, by its own special correspondents — none being given at second-hand. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

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15-Mile Tricycle Road Race.  
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Is the Eastern Headquarters for the **AMERICAN CHALLENGE**, **AMERICAN SAFETY** and **IDEAL** Machines. Do not waste your money on a second-hand wheel when you can get a new one for the same price. Every machine warranted.

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A good stock of **Parts** for the above Machines always on hand.

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We have made arrangements to sell the Columbia Bicycle on weekly or monthly payments. Any one can now obtain a Bicycle with a small weekly outlay.

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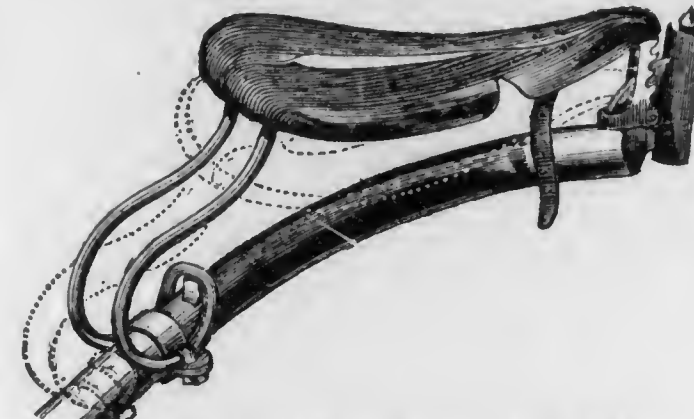


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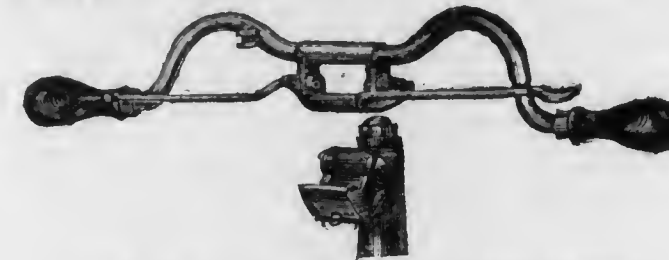
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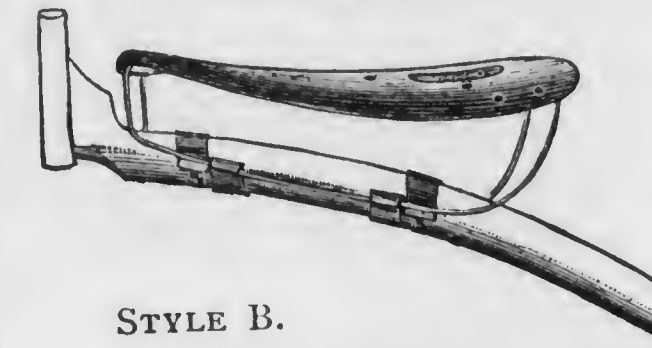
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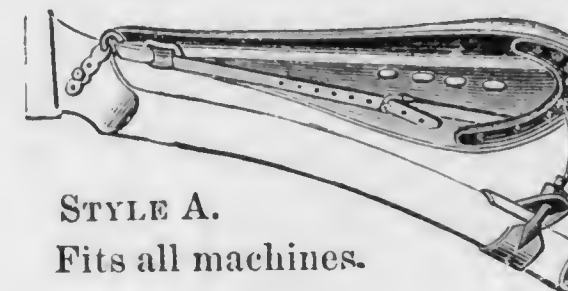
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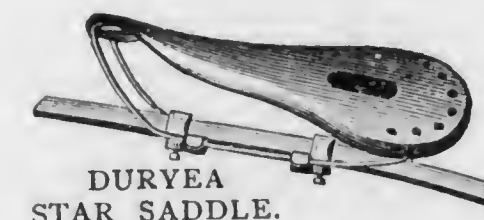


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Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada.

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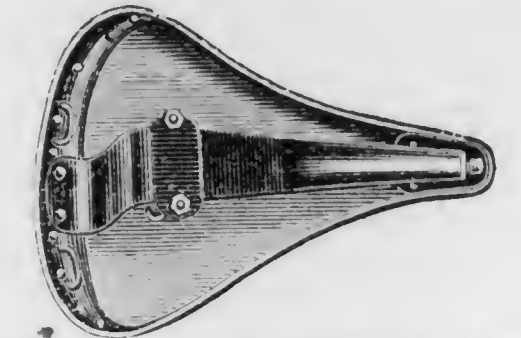
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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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OF THE BICYCLES IN THE RECENT PARADE OF THE  
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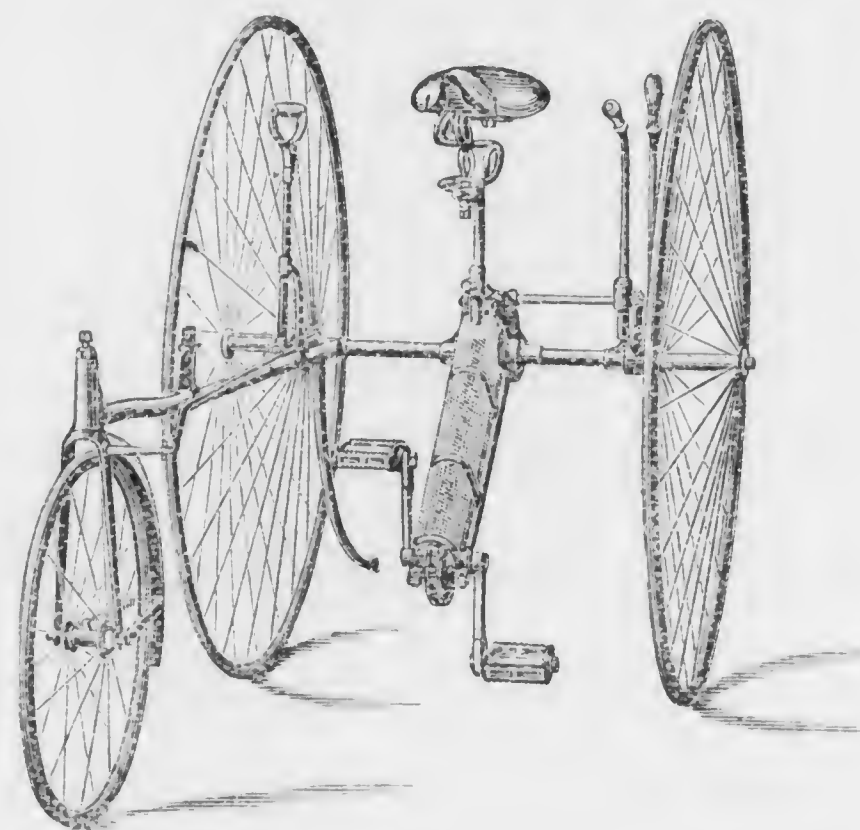


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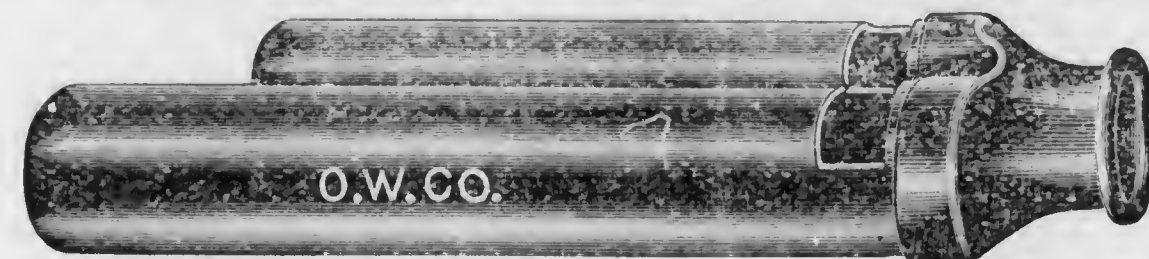
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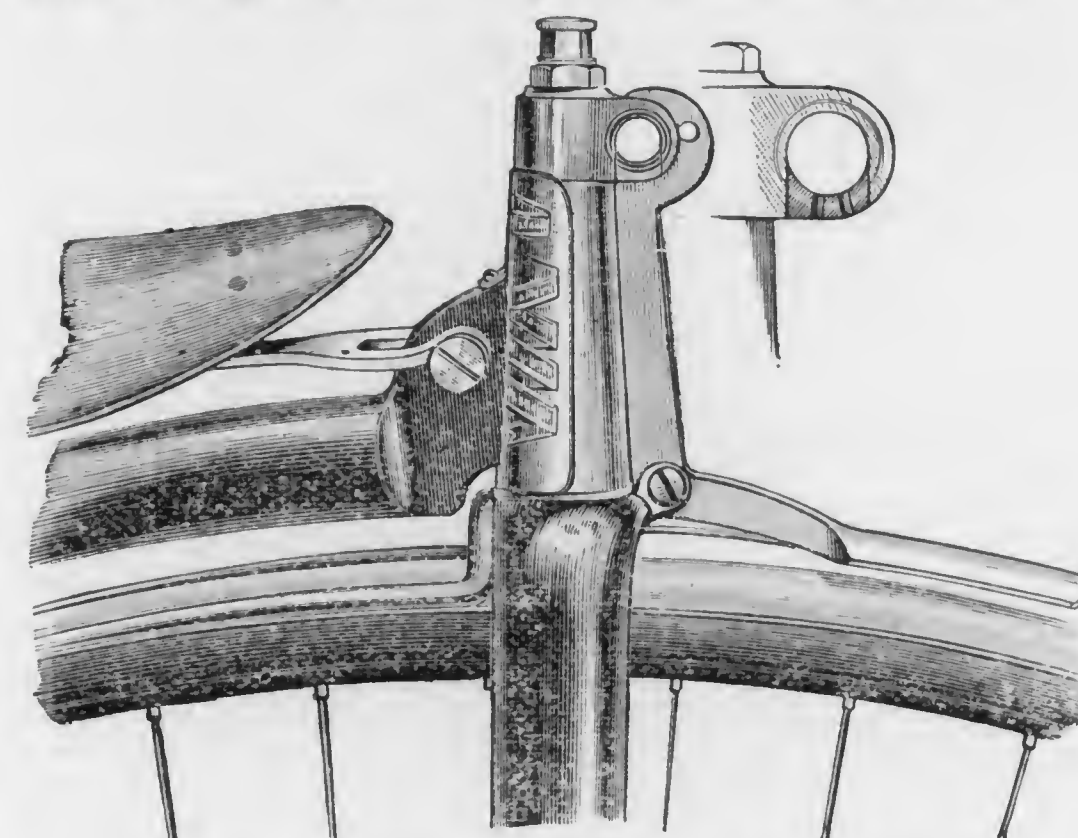
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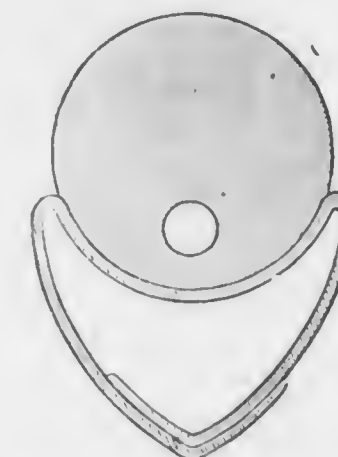
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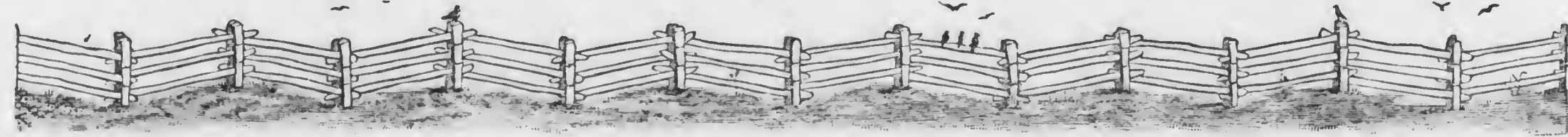


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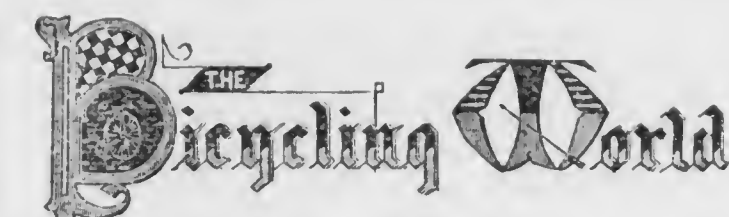
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 4 SEPT., 1885.

### ABUSES AT CHESTNUT HILL.

WE learn with regret that complaints have been made relative to the action of wheelmen who frequent the reservoir and make themselves objectionable to those who live in that vicinity and those who drive out there. It is stated that the wheelmen gather in crowds at the rendezvous near the lodge, and make uncomplimentary remarks about passers-by in a tone of voice audible to those at whom the remarks are directed; that they occupy a very large portion of the roadway in racing and riding furiously, and that in leaving their machines they disregard the right of others to the highway. It is also stated that they trample down the grass, and that fruit in the vicinity is not safe unless closely watched. The occupants of the lodge have always been friendly to

wheelmen, and all have been welcomed to use the well at their pleasure. This privilege has been abused; for wheelmen have left both bucket and tumbler in the well frequently, and the occupants of the lodge have been treated to a deal of profane and indecent language. These are serious charges, and all the more serious because Sunday is the day when the things alleged occur. Such conduct as this does much to bring bicyclers into disrepute, and if it is continued, it will lead to banishment from the reservoir. This thing does not begin and end with this article. It is a matter now in the hands of the authorities. Formal complaints have been entered at police station No. 14, and mention has been made of the abuse in the common council. We hope wheelmen will exert a moral force, and put a stop to this abuse. It is the few rather than the many that are guilty, and if the better element will frown down all improper conduct we believe it will end here. The reservoir privileges are too valuable to be lost, and we shall regret to see the time when restrictions are laid upon Boston wheelmen that our New York friends have to submit to. Racing, parading, joking, etc., can all be done in a decent manner, and without interfering with the rights of others.

THE League racing rules have undergone a slight revision, the most important change being the allowance of a push-off for tricycles. Now that very light racing tricycles have been made, it has been found that the jump at the start has been a severe strain on the machine, and not a few breakdowns have occurred. If a comparison of speed is a thing worth considering, the tricycle should have the same advantage at the start as is given to the bicycle. We can see very many advantages in the change. One other change is also worthy of note. Under the former rule, the average time of the three watches was to be the official time. Under the new rule the intermediate time will be taken. This will save computing and awkward fractions. Other minor changes are made, but the above are the important ones.

### Notes by the Way.

I HAVE been waiting a whole week at the foot of the Hill of Difficulty, my dear reader, and eager for you to rejoin me

that we may resume our journey to the Celestial City.

I WAS just about to put on a tremendous amount of power and make one grand rush for the hill; but my friend, Mr. Smooth-it-away, touched me lightly on the shoulder and said, "Not that way, my friend; we don't go over the hill now, we've built a tunnel." "A tunnel?" said I, with amazement. "Oh yes," said Mr. Smooth-it-away, "we made money enough out of the official organ and the new initiation fee to dig through the mountain. You see," said he, confidently, "when the wheelmen came to the Hill of Difficulty, they used to stop riding and throw away their wheels. We could not allow that, and as we thought it to be one of the duties of the League to make things easy for wheelmen, we bored the hole. We got one or two men to come out here and show the fellows how to ride a hill; but it did not work. Corey got up and so did Stone of St. Louis. The Star men mounted with little trouble, but the majority of riders had to give it up. We used the earth taken from the tunnel to fill up the Valley of Humiliation, and now you see we have neither Difficulty nor Humiliation." I was enraptured with the change. I had been looking forward to that hill with no little fear, for I never tackle difficulty if I can get around or underneath it.

BUT I suddenly remembered that we should have to lose the Palace Beautiful, if we did not go over the hill, and I told my guide that I particularly wanted to see the young ladies, Miss Prudence, Miss Piety, and Miss Charity, who were always hospitable to strangers, I had heard. "Ah!" said Mr. Smooth-it-away, "that's what they all say. I believe the young men regret this tunnel, because they can't go up the hill and see the girls. I remember that Corey had a young lady at the top of the hill when he got up, and he told me he should have missed it if she had not been shedding bright smiles upon him all the while. I think we had better not go up. The Big Four party were there last week, and ate up all the supplies that had been laid in for the winter. You may have heard that the tourists carried huge pots of red paint with which they decorated the places they stopped at. The girls all ride. One of them is a lawyer and uses the machine in her practice. Charity rides an old-fashioned rear steerer, that is about worn out. When I see her rattling along I think to myself, 'Charity covereth a multitude of sins.'" I gave up my desire with reluctance, and rode along with my guide.

THE road through the tunnel was singularly smooth and hard, and riding would have been a perfect delight had we been able to see clearly; but like all tunnels, it was a stranger to daylight. We passed a number of travellers who seemed



to be groping along, and in ignorance of the pathway. "Who are these men," said I, wondering why they did not push on faster. "Those," said Mr. Smooth-it-away, "are cyclists who don't read the cycling papers. They are always in the dark concerning their surroundings, and they never know what is before them. That crowd of men over there are trying to interpret the amateur rule. They have been in the dark about it a long while. Over there in that cavern is a stable where they keep all the dark horses that they send out to win races at the big tournaments; but the horses can't stand the sun, and they seldom win races." I began to feel that I could not get along without Mr. Smooth-it-away.

ONCE out of the tunnel, our way led around through a pleasant country which gave us a breathing spell for a while and put us in good condition to encounter the difficulties of the Valley of the Shadow of Death, into which doleful region we were soon to plunge. Mr. Smooth-it-away told me that the difficulties of the passage had been grossly exaggerated, and that the new causeway would let us pass through in safety. This causeway was built by North Carolina men, and they objected to wheelmen passing over, as there was so much wear and tear to the roadway; but the League took up the case and made them retreat from their position. Even as we were talking we plunged into the valley, leaving daylight behind us once more. Not a ray of sunshine ever penetrates these awful shadows; but the League has succeeded in making it light enough for all ordinary purposes. Mr. Smooth-it-away told me that they collected the gas that was let off at the League meetings and stored it in huge reservoirs. This gave a supply the year round, and it is thought that extra burners will be needed, for there was so much gas at the last meeting that the reservoirs are in danger of bursting. I can't say that this gas gives much light, but the feeblest glimmer would be preferable to the gloom of the Valley of the Shadow of Death.

MIDWAY in the valley we came to a stopping place which was filled with interest for us. Mr. Bunyan tells us all about it; but the revisers have knocked hell out of the language, and given us sheol instead, and here we found not tophet but a bicycle factory. Mr. Smooth-it-away told me that Mr. Bunyan had mistaken the crater of an extinct volcano for the mouth of the infernal regions, but modern science had found here just the place for a factory. We looked down and saw the workmen at the forges and at the lathe, beating into form the new machines that would soon respond to the active tread of the coming wheelman, and we saw the designer at his desk laying out on paper the perfect machine of the future. I saw at the farther end of the

cavern a number of large furnaces which seemed to be worn out. "Those," said Mr. Smooth-it-away, "are the fiery furnaces that Jonathan Edwards and Isaac Watts used to tell about; but Mr. Ingersoll came along one day and knocked the bottom out of them, and now they can't use them." As I looked I thought I saw a man at work about the furnaces, and I soon made out a familiar form. It was Drew, and he was painting "Columbia Bicycles" on the very front of the furnace. "But where's the Colonel?" inquired I. "Oh, he's gone on," said Mr. Smooth-it-away. "You see, he's been living in a little Celestial City of his own, which was governed by royalty, and when the royalty was banished he left with them. Overman also had a little royal family which conducted itself with stately bearing; but Time always comes along with a club, and knocks these royal fellows from the throne. I think that Pope and Overman are not far in front of us, and we shall see them as we travel along. Atkins now runs the factory. He is out of the road-book business. The riders found that his roads and routes always lead to his bicycle shop and travelling over them got to be monotonous.

AT the end of the valley, as John Bunyan mentions, is a cavern, where in his days, dwelt two cruel giants, Pope and Pagan, who had strewn the ground about their residences with the bones of slaughtered pilgrims. These giants are no longer there, but in their deserted cavern two other giants have thrust themselves. Amateur and Professional they are called, and they make it their business to seize upon wheelmen and embrace them. Giant Professional has erected a huge skating rink, and when a man goes into it he easily falls prey to the wily giant. Giant Amateur tempts the traveller with a laurel branch and a ribbon, and while many call to see him, I understand that not a few of them take a drink with the other giant, and so, while they train with Giant Amateur they have the spirit of Giant Professional.

It was late in the day when we entered the ancient city of Vanity, where Vanity Fair is still at the height of prosperity; but I am very tired and must seek repose. Let me sleep another week, and then will I tell you of what I saw and did in that epitome of gayety and fashion. We cannot work always, and we must occasionally seek restful repose

BY THE WAY.

#### The Little Four at Home.

THE Boston Club went down to Pemberton on Thursday, 27 Aug., to welcome home the members of the Little Four tour. The welcome was cordial and demonstrative, and was carried out in a style, and with the fervor characteristic

of the club. The party left the city at five o'clock, and landed at Pemberton thirty minutes after, where the formal and informal interchange of courtesies was carried out. At seven o'clock dinner was announced, and the company filed to the dining room, where an appetizing array of the fruit of the Pemberton larder was found ready for their attack. At the head of the hall was the club cry, "We-e-e-l-l," worked in flowers, and below this was a floral bicycle. Mr. Willis Farrington presided at the feast, and at his right and left sat the Little Four, Messrs. Hodges, Overman, Harrison, and Tombs, and also Treasurer H. E. Nelson, Mr. C. W. Reed, and Mr. Paul Butler. Edmand's Band furnished delightful music for the occasion.

There is little that can be said of a gastronomic struggle. The dinner was good, and the company was equal to the occasion.

The post-prandial exercises were interesting, and were introduced by Mr. Farrington, who made a neat speech of welcome. He alluded to the history of the club, which he was proud to say, was the pioneer club of America, and he spoke of the influence that had been exerted by these gentlemen who were present as guests in bringing the club to the proud position it now occupies. He had been not a little gratified to note the reception given to the Little Four in England. They went as the representatives of the better class of wheelmen in America, and they were recognized as such, and given a reception such as any man might be proud of. They are back again in the fold. Like so many wandering sheep, they have been, not astray, but abroad, and they come back to be nestled in the warm embraces of their friends and club-mates. Mr. Farrington's speech was received with loud applause and nine cheers for the Little Four.

Secretary Hodgkins followed in a similar vein to that pursued by the first speaker. He was glad to have the boys back again; "for," said he, "somehow or other, things don't seem to work so well when the captain is away from the ship, and we have been without those who take the lead in all club matters, and show us how to do things in the right way."

Mr. A. H. Overman was next called on. He said he was not much given to speech-making, for the multitudinous cares and anxieties of a busy life had left him little time to cultivate the art. He was very much gratified at the reception accorded him, and although he could not make a speech, he would offer a little recitation as his share of the evening's entertainment. He then recited a dialect parody on "Barbara Freitche," which was well received.

President Hodges was given a grand and rousing reception. He felt himself unable to respond in words adequate to the occasion, but would ask the company to draw upon their imaginations for the most eloquent outpouring of gratitude,

and consider that it came from him. He wished that he might be able to tell of all that he had seen, and all that he had done; but that duty will devolve upon our historian, Mr. Harrison, who will put it all into a book, and sell it to you at a reasonable price. They had been to a grand country, and had a grand time; but he always liked the best, and America was good enough for him. In all the wanderings abroad, they never forgot their native land, and their hearts would often thrill with emotion when they were reminded of it by a bit of music or a familiar scene. He was glad to get back again for old friends are the best after all, and of all old friends none were so near and dear as the members of the Boston Bicycle Club.

Capt. Harrison responded in a happy vein of humor, saying that he could not well tell anything about what they did over there, for such things were marketable, and would be found in his book. He wanted the boys to know that the party had a good time, and always kept its end up. He offered the following bacchanalian jingle, which he jotted down on the steamer. It was not suggested by any experience of his own, but was written as a warning to others.

#### "The Day After."

When meridian light  
Breaks on your sight,  
And rouses you from a deep slumber,  
Your face has a bloom,  
There's a fur in your throat,  
And pains in your back without number.  
You drag from the bed  
Your voluminous head,  
And count the throbs it is giving;  
You look in the glass  
And decide that, alas!  
This life is no longer worth living.  
Your hair is awry,  
There's a film in your eye,  
Your clothes have a perfume conglomerate;  
A fragrance that mars  
Of last night's cigars,  
Mingled with attar of Pommery.  
With a funereal sigh,  
You abortively try,  
To subject yourself to an analysis;  
You think, with a shiver,  
It may be your liver,  
Or perhaps an incipient paralysis.  
Alas! when you get  
A mild cigarette,  
And a brandy and soda, with laughter;  
You'll swear, as before,  
You'll do so no more,  
And forget it again, the day after.

Mr. Tombs was greeted with the club cheer. He said that this was not his maiden effort at speech-making, for he had found that there was an unconquerable desire for speeches in the minds of the Boston Club on every occasion of this kind. He had been abroad to get experience, and he had returned with a large crop of it. "We found the handsomest women in Cork, though the Dublin girls were not far behind. Paris

gave us enough to think about for a lifetime, and London is written on the tablets of our memory in letters that can never be effaced. Wales introduced us to the wildest scenery, and a coast thirteen miles long. Think of that, ye wheelmen, and hold on to your sides with envy. We are all glad to get back again, and we shall never leave the fold again, unless we can have as good a time as that which we have left on the shores of time behind us."

Mr. C. W. Reed also made a few remarks complimentary to the members whom it was his pleasure to welcome.

The menu was gotten up by Mr. C. W. Reed, and showed the tourists disembarking from the steamer, and a caricature showing the condition of their hands after having seen the boys.

The company adjourned early and took the 9.50 boat for Boston.

#### From a Feminine Point of View.

THERE come up in the newspapers frequent discussions about tobacco and bad manners that seem to indicate a natural connection between these two things. I am inclined to suspect that, in truth, a very close relation exists between them.

DON'T be alarmed! I am not going to preach a sermon on the tobacco habit. I might offend some of my near and dear friends. To me the smoke from a good cigar is not altogether disagreeable; but I prefer to breathe unpolluted air.

I HAVE been not a little gratified to note that wheelmen do not smoke to excess, and though many of them use tobacco, they do it unobtrusively. Riding along the road, it will be noticed that of ten men who pass you in carriages, eight will be smoking. I never saw a wheelman smoking while riding. The wheel banishes tobacco, and thereby benefits the race.

Now I do not wish to be understood to inveigh against tobacco, and call for total abstinence therefrom; it would make no difference if I did; but I want to say to the thoughtless ones among the smokers, that there are times and places where no gentleman will light a cigar. Among these may be mentioned a crowd made up of ladies and gentlemen, be it on a steamer, in a park, or at a race meeting. A lady acquaintance of mine mentions the intolerable annoyance she was put to at a race meeting she attended where smoking was allowed in the grand stand. I do not wonder at her annoyance, but I do wonder that the management allowed her to be thus annoyed.

I HAVE been looking forward with a great deal of interest to the fulfilment of

a promise made by a leading club in Boston last year. It was stated in the papers, and I think with authority, that the club would hold a basket picnic during the year to which the wives and lady friends of the members would be invited. I hear of no steps being taken to carry out this worthy idea, and I regret it. Wheelmen are prone to forget the ladies in making plans for pleasant outings, and I rise up in the name of my sex, and ask for consideration.

WERE this plan carried out I should not be of the party, and I have no selfish interest in what I say; but I believe in mixed companies, and I desire to remind the gentlemen, that there is pleasure in the society of the ladies which should be more gratifying than any that can be obtained at a race meeting. I understand, or infer, that the club has substituted a road race for the proposed picnic.

SEVERAL of the clubs have held receptions to which the ladies have been invited. This is a step in the right direction; but it is only a step. Wheelmen should closely link society and the wheel. The reception brings friends together as so many butterflies of society. They do not meet as cyclists, and such affairs are likely to be cold and cheerless.

AMONG the pleasant diversions of the season are out-of-door gatherings, in which people throw off the reserve and formality of city life with more zest than at any other time. The picnic is, perhaps, the best mode of bringing persons into pleasant relations with each other, who are either strangers, or so little acquainted that the need of something more than a formal introduction for this purpose is very strikingly shown. Nature is a great promoter of cordiality and good feeling, and under the influence of her cheery and inspiring sights and sounds, the most morose and sullen disposition is likely to be softened into at least the appearance of kindness and courtesy.

THE picnic is the protest of the spontaneous life of humanity against the restrictions with which it is hedged about by the forms and ceremonies of civilization. It has been said that there is no dispute so large that it cannot be covered by a table cloth; but it is only when the cloth is laid at the table of nature that there is a complete exemption from those artificial disturbances which do so much to deprive society of the freshness and naturalness which are too apt to be absent from it.

THE best thoughts, it is said, are not written in books; they are struck out by the attrition of congenial minds in the freedom of social intercourse, and where can such freedom be so fully compassed as in these pleasant out-door gatherings?



IN my runs into the adjacent country, I have time and again come upon an almost ideal spot for a picnic. That wonderful natural pleasure house, the Middlesex Fells, is an almost unexplored region to the wheelman. It abounds in wonderful creations of nature that delight and enchant the eye.

WHEELMEN and wheel clubs who go on runs are too fond of going to a good hotel for dinner, and seem to find little enjoyment in a lunch in the woods.

## DAISIE.

## New Tricycle Records.

THE public announcement having been made of two attempts to lower certain cycling records at the University Athletic Grounds, West Philadelphia, Thursday, 27 August, the attendance was mainly confined to the personal friends of the contestants, and a few officials of the League. Among those present were Mr. E. L. Miller, of the racing board, who acted as starter, scorer, and referee, and the following members of the League, who officially timed the events: Messrs W. Norman, N. Lewis, and F. S. Harris. The track is two inches over a quarter of a mile, and was in first-class order, while the weather, though somewhat chilly, was otherwise good.

The first test was against the American mile tandem tricycle record of 3.44, and the trial was made by Abram G. Powell and George D. Gideon. The result was a reduction of the record by 30 $\frac{3}{4}$ s., the mile being accomplished in 3.13 $\frac{3}{4}$ . After a short interval, Mr. Powell reappeared on a single tricycle to go against the ten-mile record of 44.15. He was not only successful in his effort, but also made new records for all distances, beginning at six miles, to the finish. The fractional distances were timed, as follows: One mile, 3.52 $\frac{3}{4}$ ; two miles, 7.39 $\frac{3}{4}$ ; three miles, 11.31 $\frac{3}{4}$ ; four miles, 15.21; five miles, 19.05 $\frac{3}{4}$ ; six miles, 22.53 $\frac{3}{4}$ ; seven miles, 26.43; eight miles, 30.32 $\frac{3}{4}$ ; nine miles, 34.26 $\frac{3}{4}$ ; ten miles, 38.5 $\frac{3}{4}$ . The fastest mile of the series was the tenth, in 3.39; the slowest was the ninth, in 3.54 $\frac{3}{4}$ ; and the average for the ten miles was 3.48 $\frac{3}{4}$ .

## Records.

SEVERAL changes have been made in the records at home and abroad the past week.

## QUARTER MILE.

37 $\frac{3}{4}$ sec.,	Bicycle, American Amateur.
39 sec.,	" English "
40 $\frac{3}{4}$ sec.,	" American Prof.
39 sec.,	" English "
1.09 $\frac{1}{4}$	" Run and Ride Am. Amateur.
45 $\frac{1}{4}$ sec.,	Tricycle, American Amateur.
40 $\frac{3}{4}$ sec.,	" English "
54 sec.,	" English Prof.
41 sec.,	Tandem, English Amateur.
46 "	" American "

## HALF MILE.

1.16 $\frac{1}{4}$ ,	Bicycle, American Amateur.
1.19 $\frac{3}{4}$ ,	" English "
1.21,	" American Prof.
1.17 $\frac{3}{4}$ ,	" English "
2 0 $\frac{3}{4}$ ,	" Run and Ride Am. Amateur.

1.32,	Tricycle, American Amateur.
1.29 $\frac{1}{4}$ ,	" English "
1.43,	" English Prof.
1.21,	Tandem, English Amateur.
1.31 $\frac{1}{4}$ ,	" American "

## THREE QUARTER MILE.

1.55 $\frac{1}{4}$ ,	Bicycle, American Amateur.
2.0,	" English "
1.59 $\frac{3}{4}$ ,	" American Prof.
1.59 $\frac{3}{4}$ ,	" English "
3.37 $\frac{3}{4}$ ,	" Run and Ride Am. Amateur.

2.23 $\frac{1}{4}$ ,	Tricycle, American Amateur.
2.14 $\frac{3}{4}$ ,	" English "
2.33,	" English Prof.
2.4,	Tandem, English Amateur.
2.21 $\frac{1}{4}$ ,	" American "

## ONE MILE.

2.39,	Bicycle, American Amateur.
2.39 $\frac{3}{4}$ ,	" English Amateur.
2.39,	" American Prof.
2.40 $\frac{1}{4}$ ,	" English "
4.31 $\frac{3}{4}$ ,	" Run and Ride Am. Amateur.

3.13 $\frac{1}{4}$ ,	Tricycle, American Amateur.
2.58 $\frac{3}{4}$ ,	" English "
3.20,	" English Prof.
3.37,	" American Prof.
2.47 $\frac{3}{4}$ ,	Tandem, English Amateur.
3.10 $\frac{3}{4}$ ,	" American "

## TWO MILE.

5.42 $\frac{3}{4}$ ,	Bicycle, American Amateur.
5.30 $\frac{3}{4}$ ,	" English "
5.45 $\frac{3}{4}$ ,	" American Prof.
5.30 $\frac{3}{4}$ ,	" English "
6.27,	Tricycle, American Amateur.
6.21,	" English "
6.35,	" English Prof.
5.48,	Tandem, English Amateur.

## THREE MILE.

8 50 $\frac{3}{4}$ ,	Bicycle, American Amateur.
8.32,	" English "
8.30 $\frac{3}{4}$ ,	" American Prof.
8.39,	" English Prof.
10.7,	Tricycle, American Amateur.
9.38 $\frac{3}{4}$ ,	" English "
9.55,	" English Prof.
8.39,	Tandem, English Amateur.

## FOUR MILE.

11.55 $\frac{3}{4}$ ,	Bicycle, American Amateur.
11.24,	" English "
11.59,	" American Prof.
11.39,	" English "
14.8,	Tricycle, American Amateur.
13.3,	" English "
13.19,	" English Prof.
11.30,	Tandem English Amateur.

## FIVE MILE.

14.51,	Bicycle, American Amateur.
14 18,	" English "
15.0 $\frac{3}{4}$ ,	" American Prof.
14.28,	" English "

17.14 $\frac{3}{4}$ ,	Tricycle, American Amateur.
16.19,	" English "
16.45,	" English Prof.
14.22 $\frac{3}{4}$ ,	Tandem English Amateur.

## SIX MILE.

18.33 $\frac{1}{4}$ ,	Bicycle, American Amateur.
17.33 $\frac{3}{4}$ ,	" English "
18.14 $\frac{3}{4}$ ,	" American Prof.
17.34,	" English "

## SEVEN MILE.

21.44 $\frac{3}{4}$ ,	Bicycle, American Amateur.
20.30,	" English "
21.17 $\frac{3}{4}$ ,	" American Prof.
20.30,	" English "

## EIGHT MILE.

24.45,	Bicycle, American Amateur.
23.28 $\frac{1}{4}$ ,	" English "
24.21 $\frac{3}{4}$ ,	" American Prof.
23.29,	" English "

## NINE MILE.

28.6 $\frac{3}{4}$ ,	Bicycle, American Amateur.
26.22 $\frac{3}{4}$ ,	" English "
27.21 $\frac{3}{4}$ ,	" American Prof.
26.28,	" English "

## TEN MILE.

31.4 $\frac{3}{4}$ ,	Bicycle, American Amateur.
29.19 $\frac{3}{4}$ ,	" English "
30.7 $\frac{1}{4}$ ,	" American Prof.
29.20,	" English "

11 Miles.	English Am. 32.19 $\frac{3}{4}$ .
	American " 35.16.
	English Prof. 32.19.
	American " 35.25 $\frac{1}{4}$ .

12 Miles.	English Am. 35.15.
	American " 38.24.
	English Prof. 35.17.
	American " 38.52 $\frac{3}{4}$ .

13 Miles.	English Am. 38.16.
	American " 41.29.
	English Prof. 38.14.
	American " 42.19 $\frac{3}{4}$ .

14 Miles.	English Am. 41.26.
	American " 45.00.
	English Prof. 41.16.
	American " 45.49 $\frac{3}{4}$ .

15 Miles.	English Am. 44.29 $\frac{3}{4}$ .
	American " 48.11.
	English Prof. 44.12.
	American " 49.15.

16 miles.	English Am. 47.26.
	American " 51.37 $\frac{1}{4}$ .
	English Prof. 47.10.
	American " 52.43 $\frac{1}{4}$ .

17 Miles.	English Am. 50.22.
	American " 55.2 $\frac{3}{4}$ .
	English Prof. 50.6.
	American " 56.12.

18 Miles.	English Am. 53.20.
	American " 58.22.
	English Prof. 52.56.
	American " 59.45.

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## SPECIAL NOTICE.

*We beg to notify our Agents and the Bicycling Public that we have now the Sole United States Agency of Messrs. Marriott & Cooper's Celebrated*

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*Bicycles, Tricycles, and Tandems, and shall handle the above Machines next year, in connection with the celebrated*

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*Cycles. Further details will soon appear in the columns of the Cycling Press; meanwhile,*

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Broken by L. D. MUNGER, of Detroit.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

# APOLLO!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

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19 Miles. English Am. 56.15.  
American " 1.1.37½.  
English Prof. 55.47.  
American " 1.3.26.

20 Miles. English Am. 59.6½.  
American " 1.4.47½.  
English Prof. 58.34.  
American " 1.6.30.

## Professional Records.

THE following papers have been submitted to us in proof of the records made at Corning, N. Y.:—

*Editor Bicycling World:*—At the races held on the grounds of the Corning Bicycle Association 22 August, the American professional bicycle records for four and five miles, and the one-mile professional tricycle record, were broken. Enclosed please find affidavits of the time.

We have a civil engineer's certificate, a copy of which I can send you if you wish it, that the track measured 1,320 ft. 2½ in., measured eighteen inches from the pole, which is a solid, continuous curb, three inches high.

H. P. SINCLAIRE, JR.,  
L. A. W. No. 991.

CORNING, N. Y., 24 August, 1885.

First mile in five-mile race was made in 2.48; second mile in 3.2; third mile, 3.1; fourth mile, 3.8; fifth mile, 3.1½. Starter in races was W. H. Sayles, of Corning; judges, B. W. Wellington, W. W. Bacon; scorers, H. C. Mills and Jos. Howard; referee, B. W. Wellington.

STATE OF NEW YORK, }  
STEEBEN COUNTY, } SS.  
VILLAGE OF CORNING, }

Harry P. Sinclair, Jr., Hugh H. Kendall, R. W. Shewman, all of Corning, said county, being duly sworn, every one for himself, depose and say:—

That on the evening of 22 August, 1885, John Brooks, of Blossburg, Penn., and W. M. Woodside, of Chicago, Ill., engaged in a five-mile race on bicycles, on the quarter-mile bicycle track of the Corning Bicycle Association, of Corning, N. Y. That the deponents were appointed timers of said race. That the time made for the first race was 11.59, and the said John Brooks made said time, defeating said Woodside. That the five-mile race was won by the said William M. Woodside, and the time made was 15.0½.

That on the same evening and on the same track, T. W. Eck, of Chicago, Ill., and Mlle. Louise Armaindo, of Montreal, Canada, engaged in a one-mile race, the former riding a tricycle and the latter a bicycle. That the said T. W. Eck made the mile on a tricycle in 3.37.

H. P. SINCLAIRE, JR.  
H. H. KENDALL.  
R. W. SHEWMAN.

STATE OF NEW YORK, }  
STEEBEN COUNTY, } SS.

On the twenty fourth day of August, 1885, before me personally appeared Harry P. Sinclair, Jr., Hugh H. Kendall, and R. W. Shewman, to me known to be same persons named in and who subscribed the above affidavit, and severally did depose and say that the above affidavit by them subscribed is true.

A. S. KENDALL,  
Notary Public.

## Rates to Albany.

THE Boston and Albany Railroad will put on a special car for wheels, leaving Boston on the 8.30 A. M. train of 8 September, for the Springfield tournament. Also, one on the train leaving Albany at 7 A. M., 8 September, on which train only, wheels will be carried free. Wheelmen at way stations will use same train for wheels. Reduced rate tickets for wheelmen at all of the principal depots. Returning, leave Springfield for the East at 6.35 P. M., 10 September; for the West at 6.05 P. M., 10 September. When clubs, or enough wheelmen are coming at a given time, a special car for wheels will be provided, upon application to Henry E. Ducker, Springfield, Mass. A special car can be put on the trains leaving Boston at 2.30 P. M., if necessary, leaving Albany at 10 A. M. These last two cars run only on application. Wheelmen from New Haven, Meriden, and Hartford, can have a special car on the New York, New Haven, and Hartford Railroad, upon application to Henry E. Ducker, stating time and train wanted. On the specials only, are wheels free.

## American and British Cycling.

THE average Briton of the genus "cyclist," be he clubman or unattached, knows little, and cares less, for American cycling. To him Hendee is but an idle word which he may chance to have seen somewhere in an English paper, or have heard of in connection with a disputed record. And in like manner the American, outside the Press and official circles of New York, Boston, Philadelphia, and other centres, has very vague ideas about British cycling and its votaries. John Keen and Herbert Liddell Cortis are two names that are probably known to even the most indifferent Yankee of them all; but saving the band who swept so clean the Springfield board last year, there are few Englishmen whose records attract any attention from our cousins. And, after all, it is little to be wondered at that Americans should take a somewhat unfavorable view of British cycling, to which we reply with a doubting spirit displayed towards American records. For, as a matter of fact, the Americans have never seen in their own land any really good-class English cyclists, and are apt to look upon us very much in the same light as does a large proportion of our own public opinion here at home; while we, in dealing with American records, remember that when the Yankee flyers met Sellers and Company they could do none of the great feats claimed for them when the British element was absent. As has been pointed out, too, in our columns by "Nimshivitch," the "clocking" on the other side is occasionally eccentric, to put it mildly. But to come to the point, which it is the purpose of this article more particularly to accentuate, we think there can be no doubt that in America there is an extraordinary freemasonry of the wheel which would delight the heart of C. W. N., and which here, in old played-out England, would be a rank impossibility. Take, for instance, the Big Four Tour, just made a *fait accompli* on the other side. This curiously designated tour has been carried though by no less than four hundred cyclists, in bands of one hundred each, and the sensation they have caused has evidently been tremendous. Such a thing in England, with all its cycling brotherhood, we venture to say, would be scouted if proposed. There is something repugnant to the taste of the only class of wheelmen in England who could afford the "high jinks" of a Big Four Tour in parading the country through decks with ribbons and blowing horns, as our friends over there have done. The Briton would call it "awful rot, don't you know," and slip away for a quiet trip with a couple of friends, or by himself. Public opinion here would probably declare against the idea, and, candidly, it seems hard to understand where—apart from the vain joy of being part of a spectacle—the fun of a never-ending Hampton Court Meet procession would come in. We read in American papers that when the tourists passed a lady on their way they shouted sundry well-meant pleasantries to her, the burden of which was the word "Howdy!" to which the lady was supposed to reply "Howdy!" in her turn. We can imagine "An Indignant Father" writing to the *Daily Telegraph* next day and protesting against the insult paid to his daughters by a crowd of men on bicycles, if such a thing were done here, and we see in advance the flickering flames of society-journal criticism with "cads on castors" hurled in the teeth of the wheel world. At hotels it seems the Big Four Tourists were wont to chaff the waitresses—a custom common enough in its way, and harmless as long as the waitress liked it, and the men did not forget, as too many men do forget, that a woman earning her living in that capacity is not therefore to be considered fair game for any impertinence which the shallow pate of the callow boy imagines to be wit, or the heavy mind of the bar loungeer esteems gallantry. Many other things of worth did the Big Four Tourists; but we have slid from our subject, which was the freemasonry of the wheel which brought together four hundred men to tour in company. At home here such a thing would break upon the rock of class distinctions. A member of one club would not ride with the members of another, and the



first cry of "Howdy" would be greeted by numbers of men with smothered execrations and murmurs of another word of somewhat similar sound. The British cyclist, taken as a class, is probably a poorer man than the American, and the U. S. wheelman recognizing the broad plutocracy rather than the many small distinctions which even the poor man in England clings to, fearing to lose caste even though he has lost all else—or never possessed aught else for the matter of that. We do not wish to infer because we believe that the existence of the American plutocracy is at the root of the free-masonry of the wheel of which the Big Four Tour was a proof, that the American cycling gentleman is not in every way as favorable a specimen of the wheelman as the best English club can produce. On the contrary, every one who has had the privilege of making the acquaintance of the men who have in former years, and again this season, visited us from the States, knows that no better set of fellows ever crossed wheel or qualified for the title of gentlemen. The good clubs of Boston and New York—the former particularly—have sent us cyclists who draw closer the bonds of union between two great bodies of men, bonds which the wild surge of Atlantic waves rolling between us can never wash away so long as men on both sides are animated by the true frank spirit which animates alike Britton and American, and so long as on both sides it is recognized that the pot and cash-hunting amateur racer, with his touting journalistic companions, his disregard for public opinion, and his general objectionable surrounding, is no more the representative of British cycling than is the "hooting Hoodlum" of America, with his brag and his bounce, his ribbons and his horn, the exponent of Young America in cycling guise. — *Wheel Life*.

#### CURRENT CALAMO

IT is said that the business of the bicycle renters has increased since the burial of Gen. Grant on the Riverside drive.

J. W. BELL, a member of the Owl Club, of this city, made 146 miles without a dismount, starting at ten o'clock Friday night, 21 August. He was timed and checked by Messrs. Pride, Post, and Munger, of the Owl Club, the route being from the club headquarters, Nora Lee Villa, to Thirty-nine street, back to Jackson street and the club house and other places, accompanied by one or more members during the entire ride. The time consumed in the ride was 12:25, which is a good performance. Mr. Bell leaned against a lamp-post when taking food, and also did considerable feeding when in motion. — *Sporting Journal*.

CONKLING, of Chicago, announces his retirement from the racing path.

IT was a Rudge light roadster bicycle, and not a Crippler tricycle on which Huntley made his run of one hundred and

three miles in nine hours and fifty-nine and a half minutes.

THE Illinois State Penitentiary, located at Joliet, finds use for three bicycles, which are used by the officials of that institution. It is just possible that some day a criminal will utilize the bicycle for escape, but up to the present writing no bicyclist has been a Joliet guest. — *Sporting Journal*.

WE clip the following from a recent issue of a San Francisco paper: "The insanity commissioners yesterday committed to the Stockton Asylum Fred S. Rollinson, a native of England, thirty-four years of age. Rollinson is well known as a bicycle rider. He imagines that detectives are after him for some imaginary crime, and also that he is responsible for the defeat of Blaine in the last election. He made three attempts to shoot himself on Wednesday."

#### EXOTICS

AT Leicester, England, 17 August, was held a great cycling meeting. Wood and English who were to sail for America the next day made their final appearance. The racing furnished some exciting contests, and the half-mile professional handicap was noteworthy, from the fact of the records for a quarter and a half-mile being lowered, first of all by Wood (on a Humber), and then by Duncan (on a Rudge), the latter doing the best time, riding a quarter of a mile in 39s., and half a mile in 1:17½. The best previous records for these distances were 41s., by Walter Phillips, 31 July, 1880, and 1:20 by R. Howell, 18 August, 1883, and, singularly enough, both were made at the Belgrave road grounds. Wood won the first heat in the handicap, making the quarter in 40½, and the half in 1:19½. Duncan lost the second heat, but made the quarter in 39s., and the half in 1:17½.

MR. C. D. VESSEY met with a serious accident Tuesday, 18 August. After winning the Surrey Bicycle Club fifty miles club championship on Saturday, Mr. Vessey hastened to Leicester, in order to take part in the cycling tournament, held on the Belgrave grounds on Monday, in which he figured prominently, and remained in the town in order to train on the Belgrave ground track for the Birmingham meeting, to be held next Saturday. Mr. Vessey's racing career for 1885, was, however, suddenly cut short, inasmuch as scarcely had he commenced his evening's work on Tuesday (in company with the professional, Garner, of London) than he was brought to earth by a cricket ball, which was accidentally thrown into the large wheel of his machine. Garner escaped by running on the turf, and upon going to the amateur's assistance it was quickly ascertained that Mr. Vessey had sustained severe injuries, the worst of which is an ugly gash just above the left knee-joint. The unlucky rider was at once conveyed to his hotel, the Barley Mow, London-road, and medi-

cal aid summoned. We are happy to state that under the watchful care of host Walker—who, by the way, is the oldest cyclist in Leicester—Mr. Vessey is progressing as well as can be expected, although it may be fairly taken for granted that he will not be able to appear on the cinder again during the present season. We are sure Mr. Vessey's many cycling friends will sympathize with him in his misfortune, and earnestly wish for his speedy recovery. — *Sporting Life*.

A divinity student of Glasgow University, named Hugh Callan, completed, on last Saturday week, a tour, in which he did 1,000 miles on a bicycle. He started on 9 July, by rail from Glasgow, then on bicycle from Carlisle to Hull, then from Amsterdam up the Rhine, visiting all places of note to Basle, Berne, Geneva, and then from Geneva over the Jura mountains to Bescancon, Nancy, Metz, Luxemburg, and on into Belgium. The trip lasted twenty-two days, and the total expenditure of the tour was only £8 5s.

THE Coventry Machinists Company has been awarded a gold medal for the general excellence of its exhibits at the International Inventions Exhibition.

#### MANUFACTURE.

##### Columbia Racers.

WE give below briefs of the Columbia racing machines that will be used at Hartford and Springfield.

*Columbia Racer Bicycle.* One half inch tire to both wheels; Columbia hollow felloe; 60 or 64, and 20 resultant spokes. No. 14 gauge similar to those on Columbia light roadster; 17-inch rear wheel on all sizes; 4½-inch steel hub with 5¼-inch spread of spokes, and additional quadrant flanges to remove strain from spokes; 4½ to 5½-inch cranks, keyed on solid but easily detachable; lightest racing rat-trap ball pedals; Columbia ball bearings to both wheels; 1½-inch perch; 1½ by ½-inch front forks, very stiff; 1½-inch semi-tubular rear fork running to rear hub without backward slope at lower end; 3½-inch steering centre in 4-inch head; cow horn hollow handle bar with handles dropped to level of tire; handles pear-shaped, vulcanite or spade; lightest racing saddle fastened direct to back bone; machine built to fit the rider; weight of 55-inch, all on, 24 pounds less saddle and pedals (English weight), 22 pounds.

*Racing Tricycle.* Two 42-inch driving wheels, with resultant spokes, and Columbia hollow felloes; 5½-inch spread of spokes; 18-inch steering wheel; half inch rubber tires all around; 48 and 20 No. 14 gauge spokes; the frame with centre tube connected to main shaft by tubular stay; adjustable bicycle steering, semi-tubular bicycle steering head; axle same as Columbia two-track tricycle, very light Columbia differential gear; handles, spade or pear-shape vulcanite; straight L rod supporting saddle, adjust-

ing in tube with slotted bracket at top; ball bearings all around, with light racing rat-trap ball pedals; cranks, 5½ to 6-inch throw; width of machine, 30½ inches; width of track, 31 inches; geared to 61 inches; weight, 47½ pounds.

#### The Genuine Humber Cycles.

*Editor Bicycling World:*—In view of the indiscriminate and unauthorized use of the word "Humber," by those makers who, aware of the splendid reputation attained by the genuine Humber, are endeavoring to find a market for more or less faithful, but *always inferior* copies, will you kindly permit me to remove any possibility of a deception on the public by a short statement of fact.

At the beginning of this season Mr. Thomas Humber purchased the entire business, paid out Messrs. Marriott and Cooper, and took into partnership Mr. T. H. Lambert, of Nottingham. The firm, known as Humber & Co., retained all the works, machinery, and plant, and are manufacturing genuine Humber, of the sterling qualities which have given these machines pre-eminence on road and path for many years.

Messrs. Marriott and Cooper have no works. The so-called "Humber" machines that they advertise are made for them by Rudge & Co., and Hillman, Herbert & Cooper, the former backing them financially.

The genuine Humber has been successful in ninety per cent of the races run in England this season. Messrs. English, Cripps, Furnival, Wood, James, and Illston ride genuine Humber. *Mr. Webster was never defeated until he relinquished his genuine Humber for a Marriott and Cooper imitation.*

L. H. JOHNSON.

MESSRS. STODDARD, LOVERING & CO have secured the sole agency of Marriott & Cooper's celebrated Humber bicycles, tricycles and tandems, in connection with Rudge & Co.'s machines. The reputation of the Humber cycle in England is of the very highest, and as Stoddard, Lovering & Co. propose to keep pace with the times, several novelties will be introduced next season, especially in the shape of tricycles and tandems. Both on the road and path the name of Rudge and Humber have been pre-eminent, and it is safe to say that the reputation they enjoy in England will be still further enhanced by their appearance in this country.

THE Elastic Tip Company has just got out a new handle, which has a soft rubber cap screwing on to a hard rubber base through a rubber guarded nut. The soft rubber top prevents jar to the machine in falling, and it cannot be scratched. It also saves vibration, the bar being encased in soft rubber. The greater portion of the handle is of hard rubber. Another handle which the company get out is of a peculiar kind of horn which resembles tortoise shell. This is a very ornamental and durable handle.

W. B. EVERETT & Co. have imported a Cunard tricycle. It resembles very much the Crippler, though it cannot be ridden by a lady. The frontal tube advances on a level with the cross tube, and is not an extension to the drop tube that supports the pedals like that of the Crippler. This renders riding astride the tube necessary, and shuts out the ladies. The machine has its steering under check by a strong spring which holds the little wheel in line, and it is not necessary to get used to the steering, as is the case with several other bicycle steerers.

#### RACING NEWS.

##### The Cleveland Tournament.

##### FIRST DAY, 27 AUGUST.

THE fall meet of the Cleveland Bicycle Club opened to-day, with a fair but sticky track, cool weather and 2,000 people on the stands. The races were successful, but the track prevented fast time. Following is a summary:—

*One Mile, Novice.*—W. S. Upson, Cleveland (1), 3:13½; Robert Buck, Cleveland (2); John Hitchcock, Jefferson (3).

*Five Mile lap.*—E. F. Landy, nine laps (1); D. E. Hunter, six laps (2); G. T. Snyder, one lap (3). Landy finished first in 16:07, and Hunter finished second. Cola E. Stone fell during the race and lost all chance of winning.

*Quarter Mile in heats.*—First heat won by Taylor Boggis, in 41½; C. M. Brown, second; Lindell Gordon, third. W. F. Knapp won the second heat in 40½. Cola Stone, second; W. E. Crist, third; K. A. Pardee, fourth. Final: Cola E. Stone (1), 40½; W. F. Knapp (2); W. E. Crist (3).

*One Mile Tricycle.*—Clarence Howland (1), 3:20; E. G. Barnett (2), by 120 yards.

*Three Mile handicap, Prof.*—A. Dolph, 3s. (1), 3:4½; John S. Prince (2).

When both men were off Dolph held his lead for a lap and then Prince began to crawl up. A half mile sufficed to let him in behind Dolph, and he laid there "for business" when the time came. On the finish of the seventh lap Prince came, but fell away again. On the back stretch in the tenth lap the champion went up again, but Dolph shook him off and repeated the trick as they finished the lap. The eleventh lap was ended with Dolph a length ahead, and here the rush began. A hundred yards from the wire Prince went at the leader again, and the machines began to jump. Dolph was clear again. On the back Prince came again and almost drew up even. But again Dolph jumped away. One hundred and fifty yards from the wire Prince made his supreme effort, but Dolph had enough to spare, and a hair-lifting finish saw Dolph reach the tape first by about a yard amid a storm of applause.

*One Mile, 3.20 class.*—C. M. Brown, Greenville, Penn. (1), 2:56½; A. C. Sum-

ner (2); L. D. Munger (3); Lindell Gordon (4).

*Two Mile handicap.*—W. F. Knapp, 10s. (1), 2:59, corrected time; E. F. Landy 15s. (2); S. P. Hollingsworth 25s. (3); D. E. Hunter, scratch (4).

*Half Mile, 1:30 class.*—L. D. Munger (1), 1:25½; L. M. Wainwright (2); A. C. Sumner (3).

##### SECOND DAY, 28 AUGUST.

The second and last day of the Cleveland Bicycle Club's race meeting was in many respects a greater one than the first. The sun was warmer, the track faster, and the air better for fast time.

*One Mile handicap.*—E. F. Landy, 10s. (1), 2:49½, corrected time; C. M. Brown, 10s. (2); G. T. Snyder 5s. (3). Cola Stone, scratch, finished last.

*Quarter Mile, 50 class.*—Taylor Boggis (1), 40½; Lindell Gordon (2); E. F. Landy (3).

*Half Mile in heats.*—W. S. Upson won first heat in 1:33½, with P. N. Myers, second. K. A. Pardee won the second heat in 1:35½. Hunter second. All the men entered in the final. C. E. Stone (1), 1:26½; D. E. Hunter (2); K. A. Pardee (3).

*One Mile Safety.*—Clarence Howland (1), 3:12½; W. H. Wetmore (2). Time by quarters, 47½, 1:35; 2:29½; W. H. Wetmore; 3:12½, C. Howland.

*Two Mile L. A. W. Championship.*—This was the race of the meet, and thirteen cracks were entered. Only five started, however. These were W. F. Knapp, Cleveland, O.; Cola E. Stone, St. Louis, Mo.; D. E. Hunter, Boston, Mass.; S. P. Hollingsworth, Russellville, Ind.; and P. N. Myers, Covington, Ky. A good race was expected and three came. The second was caused by the first being a dead heat, and the third came because of a mistake.

The men got off well at the pistol's crack, and at the turn they fell into Indian file fashion, Hollingsworth leading, Hunter second, Stone third, and Knapp fourth. So they went for three-quarters of a mile; but on the fourth, when Stone went into second place, Knapp followed him. For three more laps the men waited in these positions, but at the close of the sixth lap Hunter dashed around the leaders and went to the front. Stone following him and Knapp following Stone. These three fought it out, and as they finished the seventh lap Stone went to the front and Knapp passed Hunter. The race in the last lap was a picture. Stone put all his strength in the pedals, but Knapp would not be shaken off. Fifty yards from the wire Stone looked like a winner, but Knapp was in fighting trim, and by an extraordinary spurt he got on even terms with Stone and they broke the tape together amid the wildest excitement. Time, 5:54½.

A deciding heat was ordered, and later the men came out. They got away together and Knapp dropped in behind Stone to wait for a hot finish. Stone tried to get back, but Knapp refused to



lead. So they went for six laps and then the fight began. Stone rushed around with Knapp at his wheel. Stone got past the stand first by a few inches and then slackened his speed, Knapp passing him and finishing alone in 6.48½. Stone explained that he had thought the race was over on the seventh lap, and Knapp agreed to race again.

They came out for the final race at 6.30 o'clock, and once off the race was slow for seven laps. Then the men woke up and the old fight was repeated. On the back Knapp could not pass the big westerner, but he drew on even terms with him ten yards from the wire and beat him to the tape by a scant inch. W. F. Knapp (1), 7.10; Cola E. Stone (2) by an inch.

**One Mile Professional Handicap.**—Here Dolph and Prince met again, but not for the money stipulated. Dolph was not well and refused to stake his \$50. So the race was for \$50 offered by the Cleveland club. Dolph was to receive ten yards start, but a second and a half was given him, and the time yielded about three yards. He rode a half mile fast, opening a gap of twenty yards between himself and Prince. But here he gave it up and Prince went ahead, winning as he liked. J. S. Prince, scratch (1), 3.4½; Asa Dolph, (2).

**Two Mile, 6.50 Class.**—G. T. Snyder (1), 3.6½; W. S. Upson (2). C. M. Brown (3); Lindell Gordon (4).

**Records for Tricycles and Tandem.**—George Collister, W. H. Wetmore, tandem. They made the mile by quarters as follows: 46, 1.31½, 2.21½, 3.10½. These are all American records, and Clarence Howland of Akron, who started with them on his club tricycle, made a mile by quarters in 45½, 1.32, 2.23½, 3.17½.

**Consolation Race.**—W. E. Crist (1), 2.59½; F. B. Bradley (2); J. Kerch (3). **COTTAGE CITY, 26 August.**—Bicycle races were a feature of the tournament held this day. Several thousand persons assembled in the vicinity of Ocean Park to witness them; but in only one instance can they be said to have warranted so large an attendance.

A professional race, twice around the park, for bicycles, was first started. The entries were John W. Wilson and Fred Lester, of Boston, and Joseph Ray, of Cottage City, the latter an ebionized youth, who entered to take the prize of \$2 given to the last man in. The race was won by Wilson, who took the first prize of \$20, giving the second, \$10, to Lester. The time, for about one and a half miles, was 4.52.

The amateur race for bicycles, which came next, was quite interesting. The entries were H. S. Hart, of New Britain; W. O. Hutchins and E. S. Hutchins, of Providence; and N. J. Scranton, of Durham, Ct. The course was twice around the park. Hart won easily, taking the lead on the first lap, and keeping it to the finish. W. O. Hutchins and Scranton had a pretty race between themselves when nearing the finish, and which

ended in Scranton crossing the line in second place. The time of the winner, who won a gold medal, was 4.15.

The last race was for tricycles, twice around the park, for prizes of \$15 and \$5. Wilson and Lester and H. W. Clifford were the contestants. Wilson won, Lester second; time, 5.50.

**WORCESTER, 29 August.** The race meeting of the Worcester Bicycle Club this afternoon was the most interesting the club has ever had. The races were watched with interest by more than six hundred spectators. The first event, one mile race, open to members of the club only, for the club gold medal, was won by F. H. Martin, in 3.11½, he beating G. F. Warren and Frank Eaton. The second, one mile, open to all, was won by W. D. Rolston in 5.9, E. A. Isham second. The third, one half mile ride and run, was won by G. F. Warren in 2.35½, Walter Sammis second. The fourth, five miles for all comers, was won by F. H. Knight in 18.23, Harry Fairbanks second, E. A. Isham third, George Dunn, of Millbury, fourth. The fifth, two miles, open to all, was won by G. F. Warren in 6.53, W. Avery second. For the half mile dash, W. D. Rolston was the only one starting, and he made the distance in 1.28½, which was remarkably fast time for the track. The club holding the above races is not the original Worcester Club, but an organization that has stolen the name of the old club and refuses to make a change.

**CANTON, O., 22 August.** Five mile race at Lakeview Park.—Frank Menches (1), 16.34½; W. H. Bachert (2).

**FARMINGTON, Mich., 20 August.** **Half Mile.**—Goodman (1), 1.21; Bauer (2). **Five Mile.**—Keyes (1) 17.48; Ely (2).

At the Labor Union picnic, held 28 August, at Brockton, Herbert Carr won the two-mile professional race in 7.08. Andrew Randall, of Campello, was the winner of the one-mile amateur race for a gold medal, in 3.12.

The best joke of the season is one perpetrated by Carr. Some had supposed that Demuth would be an easy winner over Carr, as he has been riding more or less every day, while Carr has not. It now transpires that Carr has been riding his five miles every day, round the track, at five o'clock in the morning. When Carr is caught out of condition, all the others will find themselves in the same plight.

The fifteen mile Chicago Club championship will be contested for 12 September. The medal must be won three times to become the property of the holder, and it has been generously donated to the club by Van Sicklen, who owns it. Van Sicklen will make another attempt to break the records on that day.

The Toronto Bicycle Club will hold their annual races on 19 September on the quarter mile cinder path of the Rose-dale grounds.

The fall meeting of the Chicago Bicycle Track Association and the Illinois division races will take place on the new track on 16 and 17 October.

ON Tuesday, 25th ult., the racing committee of the Massachusetts Club met at the club rooms, on Newbury street and decided upon 26 September as the date for the road races. The races will be four in number, two open and two club events, for elegant medals, well worth competing for. There will be a fifty mile open bicycle race, the first prize for which will be a \$50 gold medal; a fifteen mile bicycle race, open to club members; a sixteen mile tricycle race, open to all, and a twelve mile tricycle race, for club members only. The course for all these races, over routes proportionate to the distance, will be from Newton, near the reservoir, to Framingham by a circuitous route, to Boston. The entrance fee will be \$1 for the open and fifty cents for the club races, and entries should be made to A. L. Atkins, 597 Washington street, or to A. D. Peck, Jr., 152 Newbury street.

The New Castle (Pa.) Club will hold races 6 October. Prizes, gold and silver medals. Entries close 3 October. The events will be: One mile open, one mile club, 2 mile open, one mile novice, one half mile boy's, one half mile heat, one mile consolation.

#### WHEEL CLUB DOINGS

**SAN FRANCISCO.**—A new club, the California Bicycle Club, with a membership of fourteen, has been formed in San Francisco. The main object of the organization is touring.

**NORTH ADAMS.**—The wheelmen of North Adams met Monday night and reorganized the club formed two years ago, choosing the following officers: President, Rev. H. I. Bodley; vice-president, A. W. Locke; secretary, D. T. Johnson; treasurer, F. H. McKee; captain, Wm. Ashman; first lieutenant, H. Pierce; second lieutenant, Charles Clark.

**NIAGARA FALLS, N. Y.**—A bicycle club was organized here, 7 July, with fifteen members. The following officers were elected: Sutherland Macklem, president; Neil Campbell, captain; H. W. McBean, lieutenant; W. Campbell, bugler; Geo. G. Shepard, secretary and treasurer.

#### CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.  
99 Superior street, Cleveland, Ohio.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

**Connecticut.**—F. A. Jackson, 608 Chapel street, New Haven.  
**Colorado.**—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

**Illinois.**—L. W. Conkling, 108 Madison street, Chicago.  
**Massachusetts.**—F. A. Pratt, Concord, Mass.  
**Maryland.**—S. T. Clark, 2 Hanover street, Baltimore.  
**Missouri.**—W. M. Brewster, 309 Olive street, St. Louis.  
**New York.**—Dr. A. G. Coleman, Canandaigua.  
**New Hampshire.**—W. V. Gilman, Nashua.  
**New Jersey.**—L. H. Johnson, Orange.  
**Ohio.**—Alfred Ely, 873 Prospect street, Cleveland.  
**Pennsylvania.**—F. S. Harris, 718 Arch street, Philadelphia.  
**Rhode Island.**—A. G. Carpenter, 2 Westminster street, Providence.  
**Wisconsin.**—B. K. Miller, 102 Wisconsin street, Milwaukee.  
**Iowa.**—S. B. Wright, Oskaloosa.  
**Wyoming Territory.**—C. P. Wassung, Rock Springs.  
**Canadian Division.**—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

**APPLICATIONS FOR MEMBERSHIP.**—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: W. D. Cloyes, Cortland, N. Y.; M. S. Bierce, 60 Port Watson, Cortland, N. Y.; E. D. Mix, 3 Beaver Block, Albany, N. Y.; T. E. Moore, Oskaloosa, Ia.; Raymond Conn, Union Depot, Troy, N. Y.; O. B. Humphrey, 25 Grove street, Bangor, Me.; Dr. F. O. Hyatt, 110 South Main street, Cortland, N. Y.; E. D. Curtis, 67 Vernon street, Springfield, Mass.

**APPOINTMENTS.**—Hotel for Painesville, Ohio, Stockwell House.

#### TO CORRESPONDENTS

C. H. POTTER. Erased a few. Published the rest. R. HOLM. We have no sample copies of the English papers.

O. F. ASHURY. We do not keep records of the South distinct from others. Write to *Bicycle*, Montgomery, Ala.

H. B. Abilities, as well as records should count.

S. M. Yes, a bicyclist can start without a push off. The professionals do this at Wolverhampton, England. They rest one foot on a stool till the signal is given.

STAR. Certainly, the Star is a safety machine.

#### FIXTURES

9 and 10 September:  
Meet of Iowa Division at Des Moines.  
8, 9, and 10 September:  
Tournament at Springfield, Mass. Ten mile bicycle championship.

12 September:  
Races of Keystone Club, Pittsburg, Penn.  
Meet and races of N. Y. Division at Brooklyn.  
Club championship at Chicago.

15 September:  
Races at Binghamton, N. Y.  
Royal Kollicking Road Race to Wheeling, W. Va.

17 September:  
Races of Genesee Club at Rochester, N. Y.

19 September:  
Races at Toronto, Canada.  
Races of L. E. C. W., at Danvers, Mass.

21 September:  
Professional races at Washington, D. C.  
22 September:  
Races of Providence Club.  
Minnesota Division meet at Minneapolis, Minn.  
23 September:  
Annual meet of the Albany Club at Island Park.  
25 and 26 September:  
Tournament of Ramblers, St. Louis, Mo.  
26 September:  
Road race of Massachusetts Club.  
30 September:  
Races at Canton, Ohio.  
6 October:  
Races at New Castle, Penn.  
9 and 10 October:  
Tournament of Omaha (Neb.) Wheel Club.  
16 and 17 October:  
Division races at Chicago, Ill.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 54-inch Royal Mail Light Roadster, 1885 pattern; never taken from crate; price \$120. ROYAL MAIL, Box 103, Providence, R. I.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—A 48-inch special improved Star, lists, fine order, \$85.75, sell \$65; 42-inch St. Facile, newly painted; At order; lists \$122; sell \$70. G. O. CLAYTON, Aurora, Ill.

**FOR SALE.**—One 44-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia; all bargains; write for particulars. T. B. RAYL & CO., Detroit, Mich.

#### LOST or STOLEN!!

On 12 Aug., a young man, giving name of Frank T. Edwards, hired 52-inch Expert Columbia Bicycle, No. 7,191, for use till 14 Aug., at 9 A. M. Machine has not been returned. Description: Finish, black enamel and nickelled spokes, straight handle bars, vulcanite handles; numbered on neck as usual, and also on top of handle bar lug in smaller figures "7,191." In case you discover the machine, telegraph at once at our expense, and hold the party. A liberal reward is offered for information concerning said Edwards, and leading to return of the machine. W. W. STALL.  
BOSTON, AUG. 24, 1885.

#### SOMETHING YOU WANT.

Don't wait, but send twenty-five cents at once for a package of our **ADHESIVE TIRE TAPE**. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

ZACHARIAS & SMITH,  
Newark, N. J.

#### THIRD ANNUAL MEET

OF THE

New York State Division L.A.W.

At BROOKLYN, N. Y.,

SATURDAY, SEPT. 12, 1885

UNDER AUSPICES OF THE

KING'S COUNTY WHEELMEN.

RACES AT W.A.C. GROUND.

PROGRAMME.

1-2, 5 Mile N. Y. State Championship.  
1 Mile N. Y. State Tricycle Championship.  
1 Mile Scratch.  
1 Mile Record.  
1 Mile Novice.  
2-3 Mile Handicap.

Entrance Fee, \$1.00 each event.

Entries close Sept. 5, to

CHAS. SCHWALBACH,

132 Penn Street - - BROOKLYN.

SEND

FOR  
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SUNDRIES.

Liberal Discount to the Trade.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.



# ST. LOUIS RAMBLERS' CLUB.

## FALL RACE MEETING.

Fair Grounds, St. Louis, Mo., 25<sup>th</sup> and 26 Sept.

The Track is the same on which a record of 2.46 3-4 was made this spring, since which time it has been greatly improved, and now presents a surface excelled by no track in the country.

### FIRST DAY—September 25, 1885.

#### 1. One Mile—Bicycle. . . . . Novice.

FIRST PRIZE—Fruit Dish, richly engraved Crystal, in Silver Frame.  
SECOND PRIZE—Diamond Scarf Pin, "Crescent and Star."  
THIRD PRIZE—Solid Silver Napkin Ring.

#### 2. Five Mile—Lap Race. Bicycle. Professional.

\$75.00, \$30.00, \$15.00, Cash.

#### 3. Two Mile—Tricycle. . . . . Amateur.

FIRST PRIZE—Nut Bowl, Venetian Inlaid Gold Work on Silver Ground.  
SECOND PRIZE—Card Receiver, Gold Repoussé Work, with Bicycle Ornament in Oxidized Silver.  
THIRD PRIZE—Butter Dish in Silver Repoussé Work.

#### 4. Three Mile—Bicycle. . . . . Amateur.

FIRST PRIZE—Silver Tea Service, in Elaborate Arabesque Chasing.  
SECOND PRIZE—Silver Ice Pitcher, Japanese Chased.  
THIRD PRIZE—Watch Chain, Gold Mounted Compass.

#### 5. Two Mile—6.20 Class. . . . . Amateur.

FIRST PRIZE—Jewel Case, Silver, with Gold Chasing, representing "The Old Oaken Bucket."  
SECOND PRIZE—Plaque Clock, in Antique Brass.  
THIRD PRIZE—Individual Silver Table Set.

#### 6. One Mile—Bicycle. Handicap. Professional.

\$60.00, \$25.00, \$10.00 in Cash.

#### 7. One Mile—Bicycle. Open. . . . . Amateur.

FIRST PRIZE—After-dinner, Coffee Service, in Venetian Illuminated Gold.  
SECOND PRIZE—Nut Bowl in Rich Appliqué Work.  
THIRD PRIZE—Pair Ball Pedals.

#### 8. Three Mile—9.30 Class. . . . . Amateur.

FIRST PRIZE—Water Set, Silver Appliqué.  
SECOND PRIZE—Jewel Case, Gold and Oxidized Silver.  
THIRD PRIZE—Silver Goblet, in Gold Decorated Repoussé Work.

#### 9. One Mile—Handicap. . . . . Amateur.

FIRST PRIZE—Epergne, Silver, Ornamented with Gold and Neillo Work.  
SECOND PRIZE—Set Silver Nut Picks and Nut Cracker.  
THIRD PRIZE—Silk Umbrella.

**ENTRIES.**—Amateur, \$1.00 for each event. Professional, \$3.00 for each event. Four men must start, or number of prizes will be reduced. Entries close 20 September.

L. J. BERGER - - Main and Market Streets - - ST. LOUIS, MO.

### SECOND DAY—September 26, 1885.

#### 1. One Mile—Open. . . . . Amateur.

FIRST PRIZE—Ramblers' Prize Cup (specially designed, and very elegant). SECOND PRIZE—Diamond Collar Button.  
THIRD PRIZE—Set Silver Fruit Knives.

#### 2. Two Mile—Open. . . . . Professional.

\$60, \$25, \$10, in Cash.

#### 3. Half Mile—Heat Race. . . . . Amateur.

FIRST PRIZE—Coffee Service in Pearl Satin Silver Work. SECOND PRIZE—Pearl and Gold Opera Glass. THIRD PRIZE—Silver Goblet in Raised Appliqué Work.

#### 4. One Mile—Tricycle. . . . . Amateur.

FIRST PRIZE—Ice Pail, in Vari-Colored Byzantine Gold Work.  
SECOND PRIZE—Silver Handled Silk Umbrella. THIRD PRIZE—Silver Napkin Ring and Bouquet Holder.

#### 5. One Mile—3.10 class. . . . . Amateur.

FIRST PRIZE—Oxidized Silver Cigar Box. SECOND PRIZE—Silver Card Stand. THIRD PRIZE—Pearl Handled Pocket Knife.

#### 6. Five Mile—Lap Race. . . . . Amateur.

FIRST PRIZE—Silver Water Service, in Rich Gold Inlaid Repoussé Work. SECOND PRIZE—Diamond Scarf Pin. THIRD PRIZE—Solid Silver Match Box, Inlaid with Gold.

#### 7. One Mile—Open. . . . . Professional.

\$75, \$30, \$15, in Cash.

#### 8. Three Mile—Handicap. . . . . Amateur.

FIRST PRIZE—Double Barrelled Shot Gun. SECOND PRIZE—Large Mantel Clock. THIRD PRIZE—Silver Headed Cane.

#### 9. One Mile—Consolation. . . . . Amateur.

FIRST PRIZE—Cake Stand, Decorated Silver Etching on Gold Ground.  
SECOND PRIZE—Gentleman's Dressing and Shaving Case.  
THIRD PRIZE—Set Silver Dessert Knives.

## THIRD ANNUAL RACES

OF THE  
**Binghamton Bicycle Club,**

AT  
RIVERSIDE PARK,

BINGHAMTON, N. Y.

TUESDAY - - SEPT. 15, 1885.

### PROGRAMME AND LIST OF PRIZES.

Distance, 1 mile; description, novice, open; 1st prize, gold medal; 2d prize, silver medal.  
Distance, 2 miles; description, dash, open; 1st prize, gold medal; 2d prize, silver head cane.  
Distance, 1 mile; description, B. B. Club, 3.20 class; 1st prize, gold medal.  
Distance, 3 miles; description, lap, open; 1st prize, gold medal; 2d prize, silk umbrella.  
Distance, 1 mile; description, N. Y. State championship; 1st prize, gold medal.  
Distance, 1 mile; description, ride and run, open; 1st prize, gold medal; 2d prize, gold watch chain.  
Distance, 5 miles; description, handicap, open; 1st prize, gold medal; 2d prize, gold-head cane.  
Distance, 1 mile; description, consolation; 1st prize, gold medal.  
Distance, 1 mile; description, tug of war, three men from each club; 1st prize, steel engraving.

Entrance Fee, 50 Cents for each event.  
Entries close Sept. 13, and should be sent to  
F. J. BAYLESS, Binghamton, N. Y.

Entertainment at Pioneer Rink  
in the Evening.

Athletic Park, Washington, D. C.

COMMENCING

Monday, Sept. 21st,

## PROFESSIONAL

International Handicap.

ONE MILE HEATS.

PURSE \$500 IN GOLD.

1st Prize	-	-	-	\$250.00
2d "	-	-	-	100.00
3d "	-	-	-	75.00
4th "	-	-	-	50.00
5th "	-	-	-	25.00

Entries limited to Twelve Men.

### RULES and REGULATIONS.

1st. Each man to run two heats each day, each heat against a different rider, until he has competed against all the men entered.  
2d. The winner of the greatest number of heats to receive first prize; second number of heats, second prize, etc.  
3d. All entries to close on Monday, Sept. 7, at 12 M. An entrance fee of \$1.00 must accompany each entry, and should be addressed to

L. MOXLEY,  
608 10th St., Washington, D. C.

## GRAND

## BICYCLE TOURNAMENT

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

The Prizes will amount to \$500,  
a list of which will be  
printed soon.

### EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.  
The party winning the most laps in this race is entitled to a prize, as well as the winner of the race.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional.  
\$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. B. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

## BICYCLES!

Send for Price List of Shop-worn and Second-hand

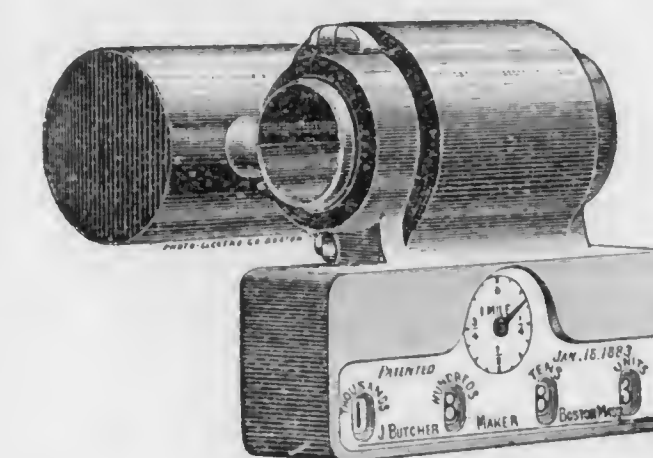
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152 to 158 Congress St., Boston.

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IMPROVED FOR 1885.



Can be read from the Saddle and  
used with a Hub Lamp.

Price - - - - \$10.00

Its form remains the same, but the works have been entirely remodelled.  
Its action is more positive, and the troublesome springs are done away with.

## BUTCHER CYCLOMETER CO.

Nos. 6 and 8 Berkeley St.,  
BOSTON - - - MASS.

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## LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

### FACILE

## LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sp-rm. and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price. "G"

JULIUS WILCOX, 15 Park Place, New York.



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Incorporated January 23, 1884.

W. H. JORDAN, Vice-President.  
CHARLES A. FISK, Treasurer.

# FOURTH ANNUAL BICYCLE \* TOURNAMENT!

OF THE  
SPRINGFIELD BICYCLE CLUB.



HAMPDEN PARK,  
SPRINGFIELD, MASS., SEPTEMBER 8, 9, AND 10. 1885.

## LIST OF RACES.

### FIRST DAY—Tuesday, September 8.

- 1—One-mile Professional Bicycle Handicap Race.
- 2—Ten-mile Amateur Bicycle Race; Championship of the United States.
- 3—One-mile Amateur Tricycle Race.
- 4—Three-mile Amateur Tricycle Tandem Race.
- 5—Five-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 6—Half-mile Amateur Bicycle Race, Open.
- 7—One-mile Amateur Bicycle Race, 3.10 Class.
- 8—Three-mile Amateur Bicycle Race, Open.
- 9—Three-mile Professional Bicycle Record Race.
- 10—Five-mile Amateur Bicycle Record Race.

### SECOND DAY—Wednesday, September 9.

- 1—One-mile Amateur Bicycle Race, Open.
- 2—One-mile Professional Bicycle Race; Sweepstake Championship of the World.
- 3—Three-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 4—Half-mile Amateur Bicycle Race, 1.30 Class.
- 5—Three-mile Amateur Bicycle Record Race.
- 6—Ten-mile Professional Bicycle Race, Open.
- 7—Five-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Tricycle Tandem Race.
- 9—Five-mile Amateur Bicycle Race, 16.00 Class.
- 10—Three-mile Amateur Bicycle Handicap Race.

### THIRD DAY—Thursday, September 10.

- 1—One-mile Professional Safety Bicycle Race; wheels not over 40 inches.
- 2—Ten-mile Amateur Bicycle Record Race.
- 3—Five-mile Amateur Tandem Tricycle Race.
- 4—Three-mile Professional Bicycle Race, Open.
- 5—One-mile Amateur Safety Bicycle Race; wheels not over 40 inches.
- 6—Three-mile Amateur Bicycle Race, 9.10 Class.
- 7—Three-mile Amateur Tricycle Record Race.
- 8—One-mile Amateur Bicycle Handicap Race.
- 9—Five-mile Professional Bicycle Handicap Race.
- 10—One-mile Amateur Bicycle Consolation Race.

## ENTRANCE FEES.

AMATEURS—All 1/2-mile and 1-mile events, \$1 each event; 2-mile events, \$2 each event; 3-mile and 5-mile events, \$3 each event; 10-mile events, \$5 each event. PROFESSIONALS—1-mile and 3-mile events, \$3 each event; 5-mile events, \$5 each event; 10-mile events, \$10 each event. All races must have at least three men to start, or the number of prizes will be reduced.

Entries Close September 2, 1885.

4 Sept., 1885]

THE BICYCLING WORLD

431

FOR SALE.—Victor tricycle, 1885 pattern; in good condition. For particulars apply to H. W. HAYES, 91 State street, Boston.

CLUB SONGS FOR WHEELMEN  
PRICE 25 CTS. T. S. MILLER & CO.  
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Is the Eastern Headquarters for the AMERICAN CHALLENGE, AMERICAN SAFETY and IDEAL Machines. Do not waste your money on a second-hand wheel when you can get a new one for the same price. Every machine warranted.

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THE HUMBER TRICYCLE. THE HUMBER BICYCLE.

ROADSTER TANDEM, Weighs 98 pounds.

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Obtain one of these beautiful instruments for use in the fall races. Sent by mail on receipt of price, or C. O. D., with privilege of examination, on receipt of amount sufficient to cover express charges both ways.

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— ENGLISH AND AMERICAN, —

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American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, *Bicyclists Indispensable*, *Tricyclists Indispensable*, Etc., Etc.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK. — By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

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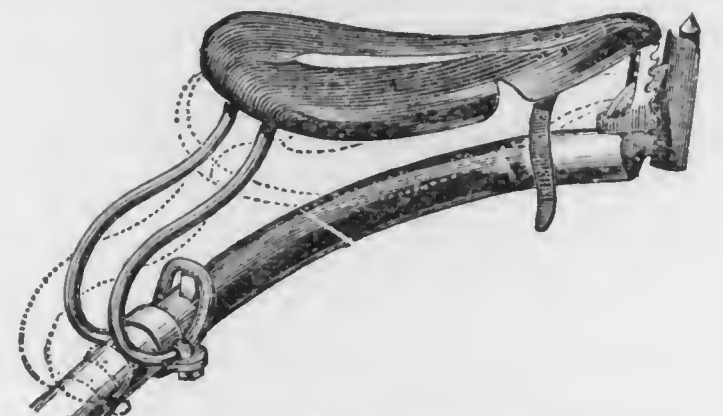
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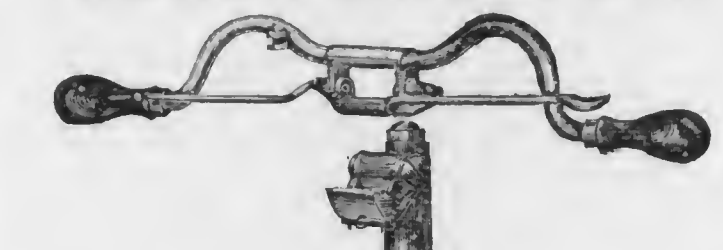
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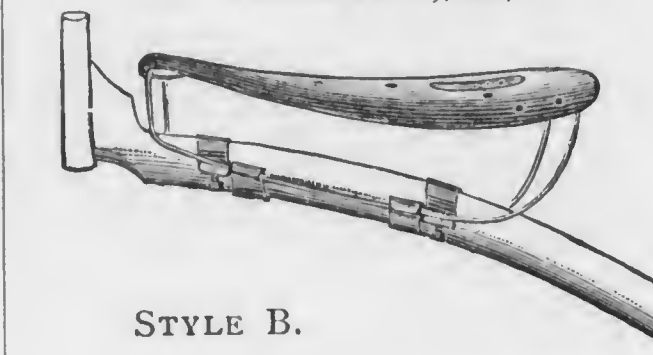
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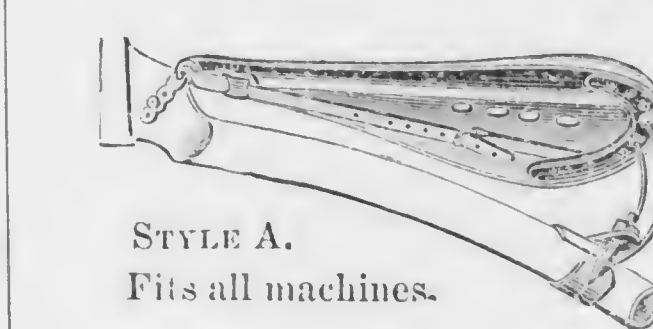


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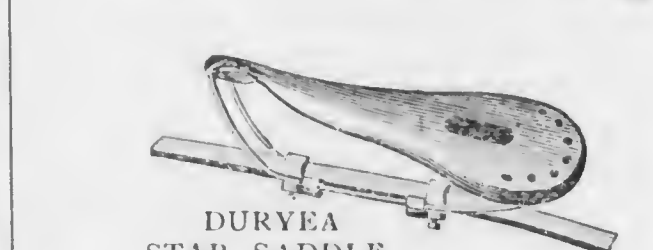


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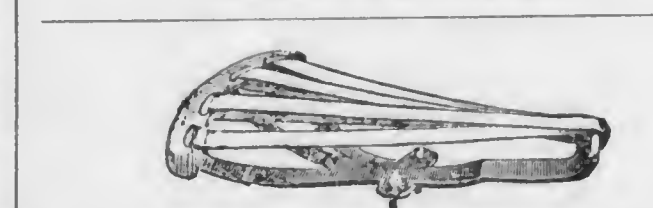
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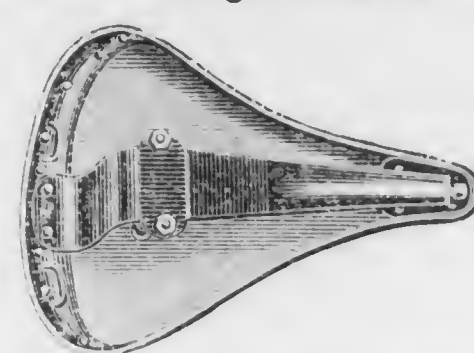
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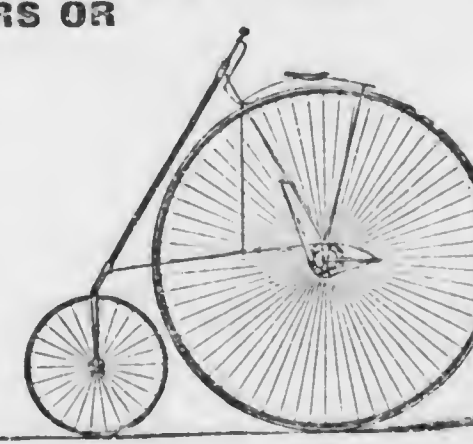
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BOSTON, 11 SEPT., 1885.

Volume XI.  
Number 19.

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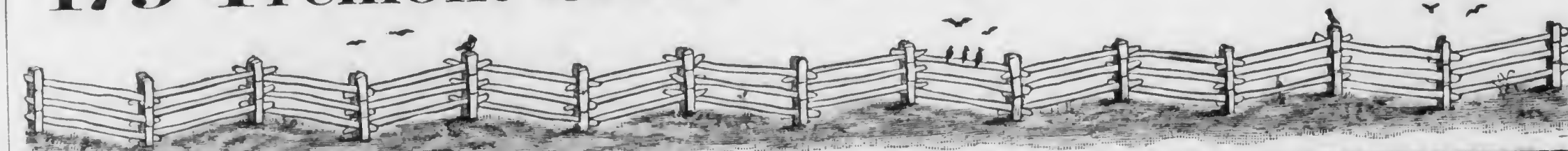
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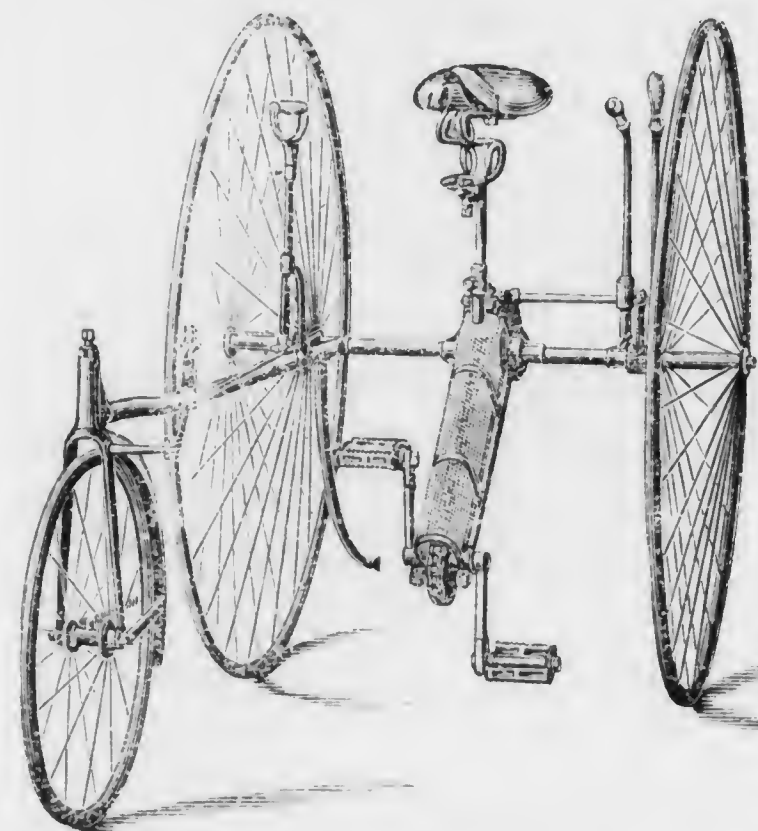


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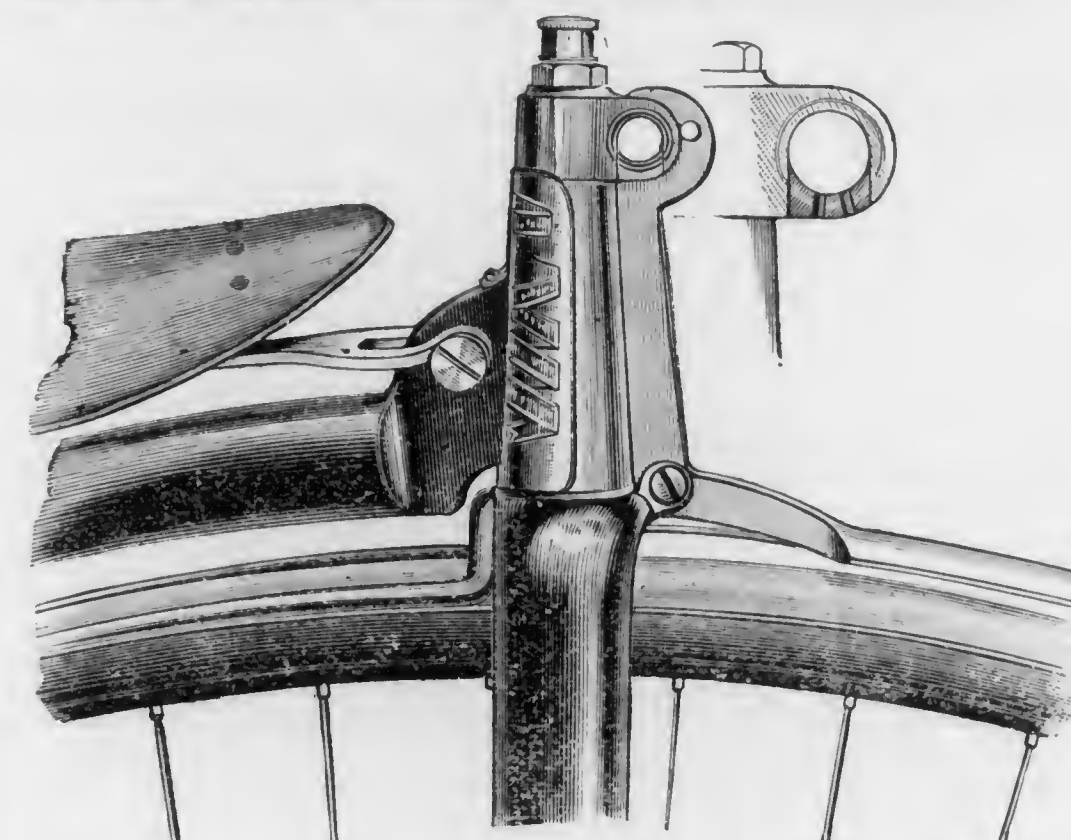
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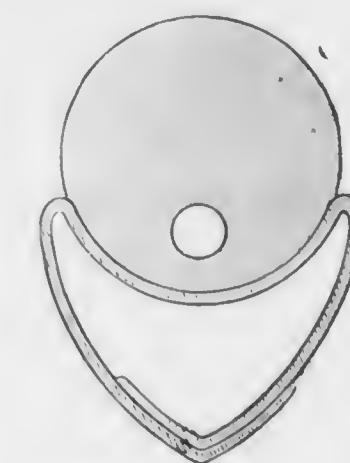
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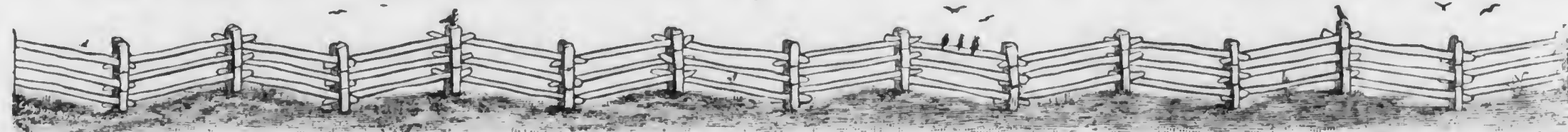


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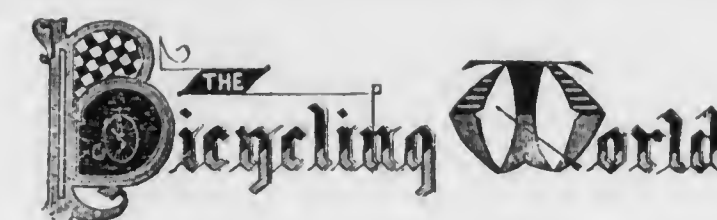
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 11 SEPT., 1885.

We are out early this week, and like all good cyclists our eyes are turned to the wheelman's Mecca,—Springfield. We shall give as good a report of ourselves as possible.

A GREAT deal of comment has been made upon the rule adopted by the racing board under which positions in handicaps and class races shall be judged by the abilities as well as the records of a contestant. The justice of this rule can best be considered when we look to the object that is aimed at. Handicaps and classifications are brought in to equalize the riders, and to give the slower men a chance. If this is not done, the object of the rule is defeated. Former rules which took records alone to handicap and classify

men were non-effective, because racing men could easily get around them and render them a farce. We need not go into the details of this matter. It is well known that racing men have kept down their records to save themselves for the class races. At Springfield on the 30th of May last, five men entered the five-mile race, 16.30 class, all of whom had records for the mile below 2.50, and who are well known as among the best of our racing men. They entered the race simply because they had never happened to be in a five-mile race where the pace was forced. The experience of Springfield last year is well known. Men went to Hartford, and made extraordinary records, and afterwards entered the class races at Springfield. The object of the class races at Springfield was defeated for the 3.10 men, and the 16.30 men had no sign of a chance against the fliers that came into their races. The new rule will leave much to the judgment of the handicapper, but we believe it will work better than the old. In establishing the handicap system, and the classification of men, a certain object is aimed at, and the rule that will best carry out that object is the one to be desired. We think the new rule will give us nearer to what we want.

At Hartford the official handicapper protested such men as William A. Rowe, Fred Russ Cook, F. F. Ives, D. E. Hunter, and William E. Crist, who entered for the three-minute class. These men and a few more are among the best racing men we have got. Their place is among the fliers. America looks to them to pull victories from our English visitors. In a race with them the slow men can have no hope of getting a place. Any rule that lets these men into races set apart for the slow men is a bad one.

THE St. Louis *Post-Dispatch* publishes an article on "Flying Starts," and asks that some attention be given to the idea of a change in the present rules, which will allow bicycles to be started in that way. If the writer will turn to the files of the cycling papers he will find the subject discussed threadbare. It is no new idea. Until the advocates of the flying start demonstrate the advantages of their favored method the present rule will not be abandoned. For ourselves we can see little to be gained and much to be lost by a change. We have been to a

horserace, and seen the judges call the men back time after time in order to get a fair start. On one occasion forty-five minutes were spent in getting off a field for a mile race. To get a large field of riders over the mark at the same instant is no easy task, and if they do not get over at the same instant an advantage is gained by the leaders no less than that which they get by the difference in the powers of the pushers-off. The introduction of the flying start will delay races; it will lead to jockeying and trickery, and nothing of importance will be gained. If, however, the advocates of this measure will demonstrate the advantages of the proposed change, we shall be ready to depart from an opinion that we share with the leading racing experts in this country and the Old World. Our experience has shown us that where one man tries to get a lead at the start, twenty will hold back and trail behind; and the rider is more apt to tell his starter to hold him back rather than push him ahead.

The *Springfield Wheelmen's Gazette* remarked last April, that when the proper time came Brooks would deliver up the ten-mile medal. It is now waiting for the winner at Springfield. — *Gazette*.

We believe the remark of the *Gazette* was to effect that "Brooks is a gentleman, and will give the medal up when the time comes." The fact is, Brooks refused to give it up, and only yielded to force.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

"The Amateur must go."

Editor *Bicycling World*.—I must say I am glad to see the stand that is being taken in regard to amateurs. The only way to separate amateurs from professionals is to draw the line between them; not in the midst of the professionals. Strictly speaking, who is an amateur? As I understand it, an amateur is a relic of aristocracy who deems it disgraceful to so use his athletic powers and skill as to obtain from them any money value. He must use them only for love and glory. If this is correct, how many of us are amateurs? I ride to my work because



it saves car-fare; I do errands a-wheel because it saves time; I pleasure-ride on the wheel because it saves horse hire; I save rent and restaurant bills by living in the suburbs and going home to my meals. Are not these money values? Is not a penny saved a penny earned? Then are not those who use a wheel for business, professionals just as truly as those who get their living from it? Certainly they are; the difference is only in degree. Who then are the amateurs? Under this definition, they are what we call "dudes," and form a very small portion of American wheelmen. Then this ousts the majority of us from the L. A. W., since we are professionals? Not at all. Being in the majority, let us drop entirely the word "amateur" and all its belongings and make the L. A. W., no longer a league of amateurs, but a league of wheelmen banded together to promote and defend the interests of our glorious wheel.

Promotion and defence was the idea which gave birth to the League, and we ought not to lose sight of it. Fifty thousand men want this idea carried forward; not a tenth of that number know or care anything about an amateur. What then is our proper course? Just what we have started on, viz., draw a strict line; and draw it so strict that no one but a dude will care to be called an amateur.

Then, we who use the wheel for the good we derive from it, will stand forth in our proper place and the wheel will no longer be a toy in the hands of boys and pleasure-seekers; but a practical valuable vehicle in the hands of earnest men who are not ashamed to own that they work for a living and that the wheel takes many a drop of sweat from their busy brows.

When the wheel is thus championed we can expect it to make greater progress and have greater power, and that is what every true wheelman wishes.

C. E. DUYREA.

London W. to C. R. D.

*Editor Bicycling World:*—From the sources of my information, I believe that my remarks regarding Thomas Stevens were substantially correct. I do not intend to enter into a discussion with Mr. Dodge, as I feel entirely indifferent whether he has a good opinion of me or not. Nearly every one who is acquainted with me knows who London W. is, and no one doubts my courage to sign my name to any statement I think it advisable to make. I had read all the quotations Mr. Dodge makes, and was well aware that "Faed" and a few others took up Mr. Stevens, but I see no reason to retract anything I have said.

J. S. DEAN.

Flying Starts.

MR. ABBOT BASSETT, of Boston, chairman of the L. A. W. Racing Board, can devote his attention very earnestly to one thing with a great deal of profit. Within

the past three or four months of riding and racing, questions of considerable importance have come up, but none press more vigorously for immediate action than that of the flying start. Mr. Bassett and other officials of the League may not know it, but there is a strong sentiment in the city of St. Louis in favor of the flying start, and this sentiment is no Utopian idea that has for its supporters packracers or fogies; but it is a demand made by men of the widest experience in racing, men who do not believe in a thing simply because it is old and has an English flavor, but who hold to a thing as it best suits the requirements of the day. Such men are Cola E. Stone, champion 100-mile road rider of America, and S. G. Whittaker, ex-champion, who is known throughout the East as one of the best road riders of that region. These two are in a peculiar sense representative racers. One, up to a few weeks ago, led the Eastern amateurs; the other has always been the champion of the West. Stone is large and heavy; the other is of light frame. It could hardly be expected that both men so distinctly different in physique should agree in their wishes as to a change of start. It would be fair to presume that Whittaker, being so light, would not care much about a flying start, and would be content to have the old plan continued as long as there was the least show of advantage in it. But it is not so, and the unanimity of ideas entertained by these two men is a sufficient testimonial to the practicability, if not the necessity, of the flying start.

Mr. Whittaker, speaking to a *Post-Dispatch* reporter, voiced a vigorous protest against the clumsy standing start, saying: "It is one of the most senseless things in racing, and it is strange to me that the matter has not long ago received the consideration it deserves. There can be no logical reason advanced for its continuance; at least I have never seen any. As has been said, it introduces a third factor into the races that cuts a most prominent figure, as I have found to my sorrow in contests. How many times I have heard starters say at the conclusion of a race; 'Look at the start I gave that fellow. He would never have won in the world if I hadn't given him that send-off.' Now, what does that mean if not that the racer now depends on a third man who, if he be so inclined, can throw a race. Again, no two starters are of equal strength, so it must be true that the starts are unequal. This is very plain after considering one case. Suppose John L. Sullivan starts me and a 140-pound man starts my opponent. Won't I have an immense advantage? Can there be any question that the same advantage would be mine even in a large field of starters? Further, I want to tell you that it is unfair in every way in that it puts a most severe strain on both rider and wheel. I know it myself from actual experience in starts; but I want to tell you what I have seen Cola Stone do at the Fair Grounds track in practice.

I have seen Lindell Gordon start him, and then I have seen Cola turn his wheel round twice in almost the same spot before getting a start; and so violently did he drive the pedals on those two turns the tire wore its mark into the wood. Now, I insist that such a strain is a painful one and should not be endured when there is a remedy for it, and there is one in the flying start. Why, can't anybody see that with such a wrench a heavy man is at any time liable to ruin a light racer? Why, even as light a man as I am, I have bent the cranks of my machine in getting a start from a weak push. The reason I talk so strongly is because I know Mr. Bassett and feel certain that if the matter is presented properly to him he will use his influence to support the reasonable change."

Cola Stone has already, in the *Post-Dispatch*, given expression of his reasons for favoring the flying start, and it is but necessary to refer to them now in order to emphasize Mr. Whittaker's statements by declarations from the man who is known to be the most feared by the Eastern champions of any contestant at Springfield. The subject of a change in the manner of starting is never broached that Mr. Stone does not give it his heartiest support. He has repeatedly said that the standing start is the worst arrangement in bicycle racing and that not a single sensible reason stands back of its existence to-day. He said only a few days before leaving for the East: "Nobody can tell how a racer has to wrench himself to get a start. For 200 feet or more after the start, we tire ourselves more than in the remainder of the distance. And why? Simply because we must get up such a terrific spurt in such a short distance. The flying start must be adopted. It is the only practicable plan."

Percy Stone, not unknown to Western fame as something of a racer, though opposed to any change, unconsciously gave evidence of the need of it in a conversation yesterday. He was speaking about his participation in the Ramblers' coming meet, when he casually said: "And you can depend on one thing, I am going to have somebody start me who will just shove me right ahead of the rest."

It is difficult to see how men who claim to be progressive can be indifferent to such statements, clear and unequivocal as they are, and fail to see the need of remedying the ills referred to. When the *Post-Dispatch*, immediately after the race meet in this city last May, called attention to the defects of the present system of starting, some quiet ridicule was indulged in until it was discovered that Cola Stone held exactly the same position, and then the ridicule changed to serious thought, which has resulted in open avowal of the clearness of the position or in silence. It seems hardly necessary to go over the objections again; but it should be pointed out that if jockeying in the start can be prevented in horse

racers, a few fines will stop it among bicyclists. No judge need be deceived by the excuse offered by a driver, that his horse is unruly; that will not do with a wheelman, for the judge will know well enough that he can bring his wheel to a standstill whenever he wants to. Again, who ever saw anything like an even standing start? Who ever saw a judge willing to call the racers back from a bad start after seeing them tear themselves almost apart to get the lead in the first few feet? Even if the start is a miserable one, he and the audience would prefer to let it pass rather than see repeated the tedious process of mounting getting into line and pushing off. Will anybody have the nerve to say that it adds anything to the dignity of wheeling for the audience to behold a line of athletic men held in position as if they would fall off their machines? Why cannot some start be used that will enable the public to make a comparison with the time made by horses? As it stands today the relative speed of bicyclists, as compared with horses, is unknown to the public, simply because there can be no comparison as long as wheelmen take the standing start.

Now, these questions are all pertinent. It will not do for the League to avoid them. The change is coming as sure as fate, but they can hasten its coming. Discussion of this question has been called for, but nobody dares come forward to advance a single reason for the standing start. It would delight the advocates of the flying start if somebody in all this broad country would just rise to his feet and give his reasons for opposing such a start. The weakness of the position of those defending the old system is so patent that no wheeling journal cares to come forward to support it. If there is one, it cannot raise its voice too soon; and if there is a League official that wants to say anything, now is his chance: — *St. Louis Post-Dispatch*.

From Papa Weston.

CHIEF CONSUL WESTON writes us from the Senter House, Centre Harbor, N. H., 1 September: "We got here safely Wednesday, 26 August, and much to my surprise, I stood the journey very well. Since we have been here I have been gaining steadily, but my strength seems to return very slowly. We leave here tomorrow (Wednesday, 2 September), for a week at Littleton, and then return here for a day's rest before going home, where we are due on the night of the 11th. On the morning of the 14th, I join pilot boat No. 3, at Lewis Wharf, for an outside cruise, in which I hope, at least, to touch the latitude of Halifax. I don't know how long I shall be gone, and I don't care, so long as I land in my old health and strength, or more so. They have got splendid tennis courts here, and it is a little provoking to see the play, and feel too weak to play yourself, especially when any one is so fond of the game as I am. But that will be all right some day."

Connecticut Division Meet.

INCIDENTAL to the Hartford tournament, was the meet of the Connecticut Division, which included a parade. The officers of the parade were Chief Consul Huntington, of Hartford; Capt. William H. Hale, of New Haven; T. W. Williams, of Yantic; C. E. Chase, of Hartford; T. J. Rust, of Meriden. The clubs formed in the following order: Connecticut Bicycle Club, New Haven, Meriden, Stamford, Middletown, East Hartford, Rockville, New Britain, New London County, Danbury, non-division clubs, unattached riders. The last named were commanded by Mr. E. T. Harrington.

The parade was preceded by an Irish jaunting car, in which were the First Regiment buglers. Messrs. J. G. Calhoun and George H. Burt acted as pace makers. Nearly every rider in Hartford joined the parade.

Notes by the Way.

THE City of Vanity of John Bunyan is, in effect, the Vanity of to-day. Different in the matter of architecture, different in its people, different in some of its ideas, but the same spirit pervades the whole city that was with it when worthy Christian entered its gates.

THE citizens no longer trouble pilgrims on their toilsome marches, and each man is allowed to think as he pleases and go his own way. I was in no danger of the persecution that Christian underwent, nor was I liable to the fiery martyrdom of Faithful. I made this one of the stopping places on my route, and spent several days in looking about the city. I found a good system of League consuls, and every hotel had special rates for wheelmen, but I noticed that the landlords gave one less potato to wheelmen, and allowed only one piece of pie at a meal. I found that when a man asked for the reduced rates, he got a room in the attic, had to carry up his own water, and was furnished with no mallet to smash the bed bugs. I talked with one of the landlords about this, and he told me that they kept their prices well down, and when a man asked for a reduction he got it all around. "We have got one wheelman," said the worthy Boniface, "who comes here, and insists on paying us our price, and asks us for increased privileges. These he gets, and we send him away happy. Wheelmen are great eaters. Why, before we made this rule, a bicyclist took dinner with us one day, who called himself Mr. Attleboro-Fiasco, and he ate seven ears of corn and eight pieces of custard pie, on top of a hearty dinner. Now we cut down on the pie." I went away, and asked myself if, after all, this reduction in rates was the best plan to work upon.

I WALKED into a large bazaar, and found them selling wheels at extravagant prices, and at prices so low that I won-

dered if they could be made of metal. On looking closely, I found that the backbones of the cheap machines were made of rattan, and rims were of bamboo rods split in halves; the spokes were of fish lines, and the tires were made of cork. "Do men ride these machines?" inquired I of the dealer. "I don't know whether they do or not, but I know they buy them. I can sell anything in the shape of a wheel, if I can put the price low enough," said he.

I RATHER liked this dealer, and I saw that he was under the humanizing influences of the wheel, and so I talked with him. "Why do you charge so much for the best wheels?" said I. "We have to do it," said he. "You see they cut a good slice off it before it gets to the rider. This wheel, for instance, we sell for \$280. We buy it of the manufacturer for \$10. We have to pay \$4 duty on it and \$5 freight. We have to give the custom-house officer a dollar, the consul gets a dollar. We pay \$5 to the collector of the port, \$3 to the ship captain, and ten cents to the man who takes the crate off, who must have a drink. Then we have to give a discount to agents of \$100, and on top of this comes the royalties. We pay \$10 for the privilege of importing, \$10 for the right to sell it, \$10 royalty on the wheel, \$10 on the hub, and \$15 on the step. Then it costs us \$25 on every machine we sell for advertising, rent, etc., etc., and we estimate that our kept amateur system costs us \$25 more. Then we have to give away one machine in every three we sell in order to get distinguished men on our wheels. We always take a purchaser to the Vanity Hotel to dinner, and this stands us about \$5. So you see the expense runs up. We calculate it costs us \$10 for the wheel, \$260 to sell it, and we make \$10 profit, a very good margin, you see. It isn't every business that can show a net profit of one hundred per cent." I saw the force of his argument, and I wondered why some of the merchant princes of Vanity did not take to the business.

LOOKING about me as I went along, I was surprised at the wonderful array of accessories on sale. I found tool bags of new design, and of all sizes, luggage carriers without number, and wrenches of every conceivable shape and size. I was shown a crowbar which, the salesman told me, wheelmen used in prying stones from the road, and he also called my attention to a machine that could be ridden as a bicycle, tricycle, and could easily be converted into a bath-tub, a tent, a boat or a cylinder stove. He showed me a piano that could be folded up and carried in the tool bag, a wrench that could be converted into a hammer, corkscrew, bootjack, and hairbrush. I noticed a tackle among his goods and asked about it. "That," said he, "is to help you up the hills. You take this block and carry it to top of



the hill, where you hitch it to a tree. Then you get a hitch on to the machine and pull yourself up."

NOTICING the citizens rushing towards Vanity Fair, I joined the crowd and hurried along. Mr. Smooth-it-Away joined me once more, and we went to see the great show. I found that it was race day at the fair, and the wheelmen were getting ready to try their skill. Mr. Smooth-it-away kindly pointed out the prominent men to me. "That," said my companion, "is Mr. Soft-Snap. He goes into the races which he is sure to win, and he never ventures when there is danger of getting beaten. That one riding along in tights is Mr. Squeeze-Em. He rides for the man that will pay him the largest price, and he changes his machine every week. That little fellow over there is Mr. Pudding-Hunter. He goes to all the little race meetings and avoids the big ones. The tall man is Mr. Slow-Coach. He never wins a race, and just why he races at all, is a thing no fellow can find out."

We spent a delightful day at the track, and enjoyed the races. I was astonished, however, to notice that they did not give the names of the winners, but only of the machines. The Triumph won several races, and so did the Grudge, the Masculine, and the Columbine, but I can't, for the life of me, tell who the riders were. Mr. Smooth-it-Away told me that great interests were involved in the races, and that the makers of the machines that won nothing always committed suicide the next day.

FINALLY, after a long visit at Vanity, I resumed my journey towards the Celestial City. Mr. Smooth-it-Away left with me, but I must wait for another week to tell you all that befell us.

BY THE WAY.

From a Feminine Point of View.

THE English ladies are earnestly discussing whether or no a lady shall ride a bicycle. It seems that one enterprising maker has constructed a bicycle that will stand alone, and which can be ridden by a lady. She who writes "Occasional Trebles" for the *Tricyclist*, would like to see her lady friends on this contrivance, for she argues that "it does not necessarily imply a childish and weak-minded idea to copy a man on his own ground, any more than the riding of a tricycle or a horse. So long as a machine is constructed in a manner suited to the riding of a lady in ordinary costume, it does not matter how many wheels it has; and if we are to be frightened away from such experiments by lugubrious warnings of being laughed at for copying a man on his own ground, good-bye to central-geared tricycles, to equestrianism, to boating, to lawn-tennis, and in fact, to every modern innovation that used to be exclusively the prerogative of the male sex."

VIOLET LORNE, of *Wheel Life*, by no means agrees with Miss O. T., and she asks to be enlightened regarding the particular benefit the "Bicyclette" is supposed to confer upon its lady rider, or in what special degree it possesses advantages which are of so pronounced a character as to make it worth a woman's while to master the art of riding it? Since it is not a mere desire to emulate manly amusements which allures a woman to the apparently still somewhat perilous joys of the "Bicyclette," it must possess solid virtues unknown to the tricycle if any one is to resign for its sake the latter machine.

I AM inclined to agree with my friend Violet. She is on the safest ground at least. Could we ride the ordinary bicycle we should be able to go much faster, but it would be at the expense of safety and comfort. I hope to see no movement towards the bicycle by my lady friends.

WHAT a deal of trouble and heartaches we of the gentler sex are saved in being rid of the vexing questions that keep our brothers of the wheel in a continual turmoil of discussion. We do not know whether we are professionals or amateurs, and we little care. We ride our wheels for pleasure, tour a little, and once in a while we go to the races, but we do not race ourselves, and we don't trouble ourselves to regulate the movements of those who do. Would not it be better to have an association of racing men only, and let them conduct their own affairs, and make laws about the racing?

EXCUSE me, I do not wish to enter into a discussion concerning a matter of which I know so little as I do of racing, but I have thought that some of the gentlemen who care very little about racing themselves, are very much concerned about how the racing men act.

I WANT to tell you about a little contest we had last week. You must know that Maud prides herself on her hill-climbing abilities, and never walks up a declivity until she is obliged to get off from sheer exhaustion. There is one hill which troubles us beyond measure, and we have to encounter it frequently in our runs; for it lies between us and a very pretty woodland retreat that we pay frequent visits to.

It has conquered us all more than once, but as we grow stronger from our experience, we are able to get further up, and once in a while when the surface is good we can get to the summit. When any of us are alone we never think of riding the hill, but when we go in company the spirit of rivalry with which humanity is imbued, leads us to attempt the difficult feat, and pay for it by a

weariness that calls for a long rest at the summit.

BUT we have all been to the top, fairly and squarely, as the urchins say. Maud won the first victory over our *bete noir*, and then I was successful. Mrs. and Hattie were longer about it, but they finally conquered. A more puffed-up set you never saw. We felt that we had achieved wonders. Maud crowed over us a little at first, just after she had been crowned with success, and while we were still in the toils, but when we were on equal footing she was less boastful.

Do you think we did not sound the notes of our victory? You little know the female mind if you think we did not. All our friends had it dinned into their ears for weeks after. But poor Maud talked to a doubter. She has a friend who rides the bicycle, to whom she told the story, but he would not believe her. She protested strongly, and called upon us to testify to the truth of her story. We came to her support with enthusiasm, but the young man was obdurate, and remained an unbeliever.

ALL this led to a challenge and a very singular wager. Hector said he would go out with us and allow us to demonstrate to him whether or not we could climb the hill. If all got up we were to be invited to an ice cream at his expense. We were to go to the saloon, and he was to eat a cream in any event, but of the ladies only those who got to the top of the hill were to have creams, and the vanquished ones were to sit and see the others eat.

THE day of fate came. We joined company to conquer the hill, and rode out in fine spirits. But alas for our hope. We went out with exuberance; we came back crushed. The hill favored the gentleman for it was in a most wretched condition, but I think we could have reached the top had it not been for our absurd wager. On the way out we discussed the pros and cons of the thing, and got into a gale of laughter over it. Maud's clear musical laugh was the loudest, and it awakened the echoes of the hills time and again. But we all did our part, and when we got to the foot of the hill our strength was gone, and we felt that we were conquered.

SHALL I confess it? We never did so poorly with that hill, in our lives. And there sat our doubting friend all the while storing up ammunition to use against us when next we broached the subject of our previous exploits. Maud gave up last, and there were tears in her eyes when she succumbed.

We carried out the wager to the letter, and the patrons of a certain ice cream

# RUDGE & HUMBER.

## SPECIAL NOTICE.

*We beg to notify our Agents and the Bicycling Public, that we have now the Sole United States Agency of Messrs. Marriott & Cooper's Celebrated*

## HUMBER

*Bicycles, Tricycles, and Tandems, and shall handle the above Machines next year, in connection with the celebrated*

## RUDGE

*Cycles. Further details will soon appear in the columns of the Cycling Press; meanwhile,*

## WATCH FOR RECORDS

—AT—

## HARTFORD AND SPRINGFIELD

—ON THE—

## RUDGE AND HUMBER.

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152 to 158 Congress Street, BOSTON, MASS.



# THE 24-HOUR RECORD

Broken by L. D. MUNGER, of Detroit.

211 1-2 MILES.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

# APOLLO!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

SEND FOR CATALOGUE OF 18 STYLES OF BICYCLES, TRICYCLES, SOCIABLES AND TANDEMS.

A High Grade of Miniature Machines for Boys and Girls.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.

"I ride the RUDGE because I KNOW it is the fastest bicycle made."

R. HOWELL,  
CHAMPION BICYCLIST OF THE WORLD.

lowing order: English, Webber, Weber. Furnival, won his firsts, and then loafed around till called off by the referee.

*Three Miles, 9.45 class.*—The following men were protested by the official handicapper, Dr. Tyler, as ineligible to this race, on account of records and ability. Fred Russ Cook, Geo. H. Illston, Wm. E. Crist, Wm. A. Rowe, H. E. Bidwell, H. S. Kavanaugh, F. F. Ives, Joe Powell. All stayed out but Rowe and Cook. Both of these men had their wheels disabled during the race. Cook retired, but Rowe took a new wheel and tried to make up his lost ground, but failed to do so. He finished fourth. C. P. Adams (1), 9.3 $\frac{1}{2}$ ; J. Illston (2), 9.4 $\frac{1}{2}$ ; Chas. E. Titchener (3); Rowe (4).

*Team Race, 1 mile.*—Miscalled tug-of-war on the programme. Meriden Wheel Club (1), 11 points; East Hartford (2), 10 points. There were six starters. The first man, therefore, scored six points. One of the Meriden men did not finish, and this tied the race. It was necessary to have the point of the man who retired, to decide the race, and he was called on to the track and allowed to finish. The defeated club protested against this, but the protest was not allowed.

## SECOND DAY.

The second day promised well in the morning, but at two o'clock nearly as heavy a wind was blowing as on the day before, and it was evident that few records would be lowered.

There was such a large field of entries for the one mile three minute class that two trial heats were run to decide who should compete in the final.

The first trial heat had twelve starters, and was won easily by W. A. Rowe, of Lynn, in 2.53 $\frac{1}{2}$ . The second heat had eight starters, and was as easily won by F. F. Ives, of Meriden, in 2.51.

*Five Mile, Championship, L. A. W.*—The miles were run off as follows:—

1 mile.....Rich.....3.10 $\frac{1}{2}$   
2 ".....Rich.....6.14  
3 ".....Weber.....9.33 $\frac{1}{2}$   
4 ".....Rowe.....12.56 $\frac{1}{2}$   
5 ".....Rowe.....15.58 $\frac{1}{2}$

Rowe (1) 15.58 $\frac{1}{2}$ ; Weber (2), 15.59 $\frac{1}{2}$ ; L. A. Miller (3); D. H. Renton (4). In the fourth mile, Renton struck D. E. Hunter's wheel, and threw him over on to A. B. Rich. Renton, who was responsible for the mischief, escaped, but Hunter and Rich were thrown, and badly shaken up.

*One Mile, Professional.*—Ten feet from the tape, Wood made a spurt and crossed one-fifth second in advance of Howell. The summary:—

$\frac{1}{4}$  mile.....James......45 $\frac{1}{2}$   
".....James......1.28  
".....James......2.12 $\frac{1}{2}$   
".....Wood......2.50

Fred Wood (1), 2.50; R. Howell (2), 2.50 $\frac{1}{2}$ ; Robert James (3); R. A. Neilson (4); John Brooks (5).

*Three Mile.*—Geo. Weber was the only American who came out to meet the Englishmen in this race, unless we count Gaskell on our side, and he was loudly applauded on his appearance. The miles were run off as follows:—

1 mile.....M. V. J. Webber.....3.05 $\frac{1}{2}$   
2 ".....George Weber.....6.07 $\frac{1}{2}$   
3 ".....P. Furnival.....9.00 $\frac{1}{2}$

P. Furnival (1), 9.0 $\frac{1}{2}$ ; M. V. J. Webber (2), 9.1; H. W. Gaskell (3); Geo. Weber (4). The last quarter run in 36 $\frac{1}{2}$ s.

*Three Mile, Tricycle.*—A good race spoiled by an accident on the last quarter, when the machines of Ives, of Meriden, of Rhodes, of Dorchester, and Winans, of Springfield, collided, throwing all to the ground. All were able to compete in subsequent races.

1 mile.....Robert Cripps.....3.17  
2 ".....Robert Cripps.....6.51 $\frac{1}{2}$   
3 ".....Reuben Chambers.....\*10.04  
Chambers (1) 10.04; Cripps (2), 10.4 $\frac{1}{2}$ . \*Best on record.

*One Mile.*—A special race, put on to attack the record, the one mile race of the preceding day, having been run at a disadvantage. Neither Hendee nor Furnival went in, however.

$\frac{1}{4}$  mile.....E. P. Burnham......42 $\frac{1}{2}$   
".....E. P. Burnham......1.21 $\frac{1}{2}$   
".....E. P. Burnham......2.06 $\frac{1}{2}$   
".....R. H. English......2.44 $\frac{1}{2}$

R. H. English (1), 2.44 $\frac{1}{2}$ ; E. P. Burnham (2), 2.45 $\frac{1}{2}$ ; R. Cripps (3); Geo. Weber (4); Joe Powell (5); M. V. J. Webber (6).

*One Mile, Three Minute Class.*—The entries in this were confined to the first five in each of the trial heats. The official handicapper protested Wm. A. Rowe, A. O. McGarrett, F. F. Ives, D. E. Hunter, Fred Russ Cook, and Wm. E. Crist, some on their abilities, others on records. The men finished as follows: Wm. A. Rowe (1), 2.47; F. F. Ives (2), 2.47 $\frac{1}{2}$ ; F. R. Cook (3); C. P. Adams (4); A. O. McGarrett (5); C. E. Titchener

(6); T. R. Finley (7); H. S. Kavanaugh (8). The executive board considered the protest, and as it was shown that Rowe and Ives had records below three minutes, they were thrown out. Cook was protested on his abilities, and the board decided to dismiss this protest. They awarded the prizes to Cook and Adams.

*Three Mile State Championship.*—The miles were run off as follows:—

1 mile. H. E. Bidwell, 3.12 $\frac{1}{2}$ .  
2 miles. H. E. Bidwell, 6.35 $\frac{1}{2}$ .  
3 " L. A. Miller, 9.50.

L. A. Miller, Meriden (1), 9.50; F. F. Ives, Meriden (2), 9.50 $\frac{1}{2}$ ; H. E. Bidwell, East Hartford (3).

*One Mile Safety, 40-inch wheels.*—A closely-contested race was settled by a splendid spurt of Chambers, who came in first, beating the best American record. The quarters were run off:—

$\frac{1}{4}$  mile. Engleheart, 0.46 $\frac{1}{2}$ .  
" Engleheart, \*1.28 $\frac{1}{2}$ .  
" Engleheart, \*2.14 $\frac{1}{2}$ .  
" Chambers, \*2.57 $\frac{1}{2}$ .

R. Chambers, Rudge (1), \*2.57 $\frac{1}{2}$ ; A. P. Engleheart, Kangaroo (2), 2.58; T. R. Finley, Star (3). \*Best on record.

*Ten Mile, Professional.*—Entering the straight Howell was seen to have a good lead on Wood, who was drawing away from the field. The latter gained slightly, but it was evident that Howell had the race well in hand, and so it proved; for he crossed the tape a good length ahead. Thus Howell turned the tables on Wood. The fight for third money was almost as good a one as was that for the first, and resulted in favor of Neilson.

1 mile. W. M. Woodside, 2.54.  
2 miles. R. A. Neilson, 6m.  
3 " R. A. Neilson, 9.15.  
4 " W. M. Woodside, 12.21 $\frac{1}{2}$ .  
5 " W. M. Woodside, 15.39.  
6 " R. A. Neilson, 19.06.  
7 " W. M. Woodside, 22.24.  
8 " W. M. Woodside, 25.40.  
9 " W. M. Woodside, 28.58.  
10 " Howell, 31.59 $\frac{1}{2}$ .

R. Howell (1), 31.59 $\frac{1}{2}$ ; Fred Wood (2), 32.00; R. A. Neilson (3); W. M. Woodside (4); John Brooks (5). James withdrew on the second mile. Last quarter in 35 $\frac{1}{2}$ .

*Five-Mile Amateur.*—When the bell rang, English spurred for the lead, and captured it at the first turn. Burnham, Cripps, and Illston riding abreast behind him. Entering the straight the men



*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

were seen to be in a bunch, with Burnham having a slight advantage. The advantage was maintained by Burnham, amid immense enthusiasm, who won the race, with English thirty feet behind. Engleheart went into this race on his Kangaroo, and was easily distanced in the first mile. He finished and established records from two to five miles. The miles were finished as follows:—

- 1 mile. English, 2.52.
- 2 miles. Cripps, 5.56.
- 3 " English, 9.07.
- 4 " Burnham, 12.20.
- 5 " Burnham, 15.18½.

E. P. Burnham (1), 15.18½; R. H. English (2), 15.19½; R. Cripps (3); Geo. Weber (4); Engleheart (5); Engleheart made his miles as follows: 2 miles, 6.20; 3 miles, 9.36½; 4 miles, 12.55; 5 miles, 16.04. In the absence of any American record these stand as the best.

*One Mile Consolation.*—A. O. McGarrett (1), 3.0½; D. H. Renton (2), 3.1½; P. S. Brown (3).

The officers were as follows: Referee, Stephen Terry; judges, T. J. Kirkpatrick, N. P. Tyler, A. E. Pattison, E. M. Aaron. Timers, T. J. Vail, F. G. Whittemore, Henry Kennedy; starter, Geo. H. Burt.

COTTAGE CITY, 3 September. This was the bicyclers day at Cottage City, and a large audience assembled to see the sport.

*Ring Tilting.*—This contest consisted of the riders, while going at full speed, catching on the end of a wooden wand, eight feet long, an iron ring, one and a half inches in diameter, hung below a suspended strip of wood. It was intended to give the riders five trials; but the difficulty of the feat caused the committee to make a change in this respect, and after all had made one effort, the successful ones tilted for the prizes. E. H. Fennessy, Newton (1); W. O. Hutchins, Providence (2).

*Handkerchief Race.*—The contest consisted of a standing start, and a dismount four times to pick up as many handkerchiefs in a distance slightly exceeding one hundred yards. Each competitor was given a single trial. The first four entries were Geo. Mason, A. T. Green, Charles E. Brownell, of New Bedford, and H. S. Hart. Hart won the silver medal, the only prize given. He covered the distance in 24½s., Brownell second, in 31½s. Mason's time was 31½s, Green's 46½s.

*Slow Race.*—D. C. Mowry (1), H. S. Hart (2).

*Half Mile, Hands Off.*—E. H. Fennessy (1) 1.39½; H. S. Hart (2).

*One mile.*—H. S. Hart (1); E. H. Fennessy (2).

SEAFORTH, CAN.,—Tournament of the Seaforth Bicycle Club. *Half Mile Dash.*—S. L. McKay (1), 1.35½; P. B. Smith (2); J. Lamb (3). *Half Mile Hands Off.*—Williams (1), 1.48½; Clarke (2); Armitage (3). *Two Mile Lap.*—Foster (1), 6.53; Lamb (2). *Two Mile Handicap.*—Lamb, 10s. (1), 7.18; Smith (2). *Two Mile Novice.*—A. B. Parmenter (1); J. Robb (2). *Ten Mile.*—P. Biette (1), 37.14; J. G. Dorrance (2). *One Mile.*—Clarke (1), 4.84; Foster (2). *Two Mile Club.*—Armitage (1), 7.33½; Coleman, (2). *Five Miles.*—Clarke (1), 18.42; Foster (2).

In former years the races given at Attleboro, Mass., used to attract the fliers, and everybody used to go to the race meetings held there. But in 1881, there was a little friction between the local club and the Farmers and Mechanics Association, and the Columbia Club was expelled from the track, and no races have been held since. But now the Columbia Club has been reinstated, and a tournament is announced for 16 September next, under the auspices of the club. The list of events will be. 1. Drill. 2. Slow race. 3. One mile, 2 in 3. 4. Half mile, hands off. 5. Two mile. 6. Five miles, Prizes, gold and silver medals. Entries, \$1, to C. E. Sandland, North Attleboro, Mass. Close 15 September. smile comes as instinctively as breathing.

#### CYCLISTS' TOURING CLUB

C. H. POTTER, Acting Chief Consul.

Dues for the first year \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

*Connecticut.*—F. A. Jackson, 608 Chapel street, New Haven.

*Colorado.*—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

*Illinois.*—L. W. Conkling, 108 Madison street, Chicago.

*Massachusetts.*—F. A. Pratt, Concord, Mass.

*Maryland.*—S. T. Clark, 2 Hanover street, Baltimore.

*Missouri.*—W. M. Brewster, 309 Olive street, St. Louis.

*New York.*—Dr. A. G. Coleman, Canandaigua.

*New Hampshire.*—W. V. Gilman, Nashua.

*New Jersey.*—L. H. Johnson, Orange.

*Ohio.*—Alfred Ely, 871 Prospect street, Cleveland.

*Pennsylvania.*—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island.*—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin.*—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Iowa.*—S. B. Wright, Oskaloosa.

*Wyoming Territory.*—C. P. Wassung, Rock Springs.

*Canadian Division.*—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPOINTMENTS.—State consul for Vermont, J. W. Drown, Brattleboro, Vt.; consul for Kansas City, Mo., Chas. B. Ellis, Kansas City, Mo.; consul for Akron, Ohio, Clarence Howland, Akron, O.

#### FIXTURES

- 11 September: Races of Cheyenne (Wyo.) Bicycle Club.
- 12 September: Races of Keystone Club, Pittsburg, Penn. Meet and races of N. Y. Division at Brooklyn. Club championship at Chicago.
- 15 September: Races at Binghamton, N. Y. Royal Rollicking Road Race to Wheeling, W. Va. Races at Attleboro, Mass.
- 17 September: Races of Genesee Club at Rochester, N. Y.
- 19 September: Races at Toronto, Canada.
- 21 September: Races of L. E. C. W., at Danvers, Mass.
- 22 September: Professional races at Washington, D. C.
- 23 September: Races of Providence Club.
- 24 September: Minnesota Division meet at Minneapolis, Minn.
- 25 September: Annual meet of the Albany Club at Island Park.
- 26 September: Meet of Massachusetts Division at Worcester.
- 27 September: Races of Colorado Wheel Club.
- 28 and 29 September: Tournament of Ramblers, St. Louis, Mo.
- 29 September: Road race of Massachusetts Club.
- 30 September: Races at Canton, Ohio.
- 6 October: Races at New Castle, Penn.
- 9 and 10 October: Tournament of Omaha (Neb.) Wheel Club.
- 16 and 17 October: Division races at Chicago, Ill.

#### TO CORRESPONDENTS

W. F. Extra lantern oil, J. F. Jones & Co., 75 Haverhill street, Boston.

FRIEND. Excuse delay, and charge all such things to Hartford and Springfield.

E. F. Mr. Dean sails in the "Catalonia," on the 8th.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

**FOR SALE.**—One 48-inch Special Star; full-nickelled; ball bearing; hollow levers; bent bars 7-8 tire, Hygienic saddle and other improvements; cost \$144 last May; price \$110. Address, H., BOX 3, Cohoes, N. Y.

**FOR SALE.**—One No. 5 Royal Mail racing tricycle; cost new, \$175; in fine order; price \$100. AMERICAN BICYCLE CO., Springfield, Mass.

**FOR SALE.**—One 54-inch Royal Mail racing bicycle, in fine order; price \$100. AMERICAN BICYCLE CO., Springfield, Mass.

**FOR SALE.**—One tandem backbone full nickelled, and in fine order; \$30. AMERICAN BICYCLE CO., Springfield, Mass.

**FOR SALE.**—One 54-inch New American Challenge; \$67.50. RALPH DAVISON, Springfield, Mass.

**FOR SALE.**—Lithographs 14 x 17 of Geo. M. Hendee; sent to any address via mail, on receipt of fifteen cents. AMERICAN BICYCLE CO., Springfield, Mass.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—A 48-inch special improved Star, lists, fine order, \$85.75; sell \$65; 42-inch St. Facile, newly painted; A. order; lists \$122; sell \$70. G. O. CLAYTON, Aurora, Ill.

**FOR SALE.**—One 44-inch Special Facile, one 52-inch Standard Columbia, one Challenge Safety, one 50-inch Special Columbia; all bargains; write for particulars. T. B. RAYL & CO., Detroit, Mich.

#### THIRD ANNUAL MEET

OF THE

#### New York State Division L.A.W.

At BROOKLYN, N. Y.,

SATURDAY, SEPT. 12, 1885,

UNDER AUSPICES OF THE

KING'S COUNTY WHEELMEN.

RACES AT W.A.C. GROUND

PROGRAMME.

- 1-2, 5 Mile N. Y. State Championship.
- 1 Mile N. Y. State Tricycle Champ'nship.
- 1 Mile Scratch.
- 1 Mile Record.
- 1 Mile Novice.
- 2-3 Mile Handicap.

Entrance Fee, \$1.00 each event.

Entries close Sept. 5, to

CHAS. SCHWALBACH,

132 Penn Street - - BROOKLYN.

#### GRAND

#### BICYCLE TOURNAMENT

Under the auspices of the

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

The Prizes will amount to \$500, a list of which will be printed soon.

#### EVENTS.

- 1. One Mile Open, Amateur.
- 2. Two Mile Open, Amateur, Tricycle.
- 3. For Boys under 12 Years of Age, 1-2 Mile.
- 4. Three Mile Lap Race Open, Amateur.
- The party winning the most laps in this race is entitled to a prize, as well as the winner of the race.
- 5. One Mile (Championship of R. I.), Amateur.
- 6. Two Mile Open, Professional.
- \$50 to the first, \$35 to the second, \$15 to the third.
- 7. One Mile College Championship for New England, Amateur.
- 8. Half Mile Open, Tricycle, Amateur.
- 9. One Mile Championship of the Prov. B. Club.
- 10. Half Mile Open (without hands), Amateur.
- 11. One Mile (for "Stars" only), Amateur.
- 12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race, for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

Athletic Park, Washington, D. C.

COMMENCING

Monday, Sept. 21st,

#### PROFESSIONAL

International Handicap.

ONE MILE HEATS.

PURSE \$500 IN COLD.

1st Prize	-	-	-	\$250.00
2d "	-	-	-	100.00
3d "	-	-	-	75.00
4th "	-	-	-	50.00
5th "	-	-	-	25.00

Entries limited to Twelve Men.

#### RULES and REGULATIONS.

1st. Each man to run two heats each day, each heat against a different rider, until he has competed against all the men entered.

2d. The winner of the greatest number of heats to receive first prize; second number of heats, second prize, etc.

3d. All entries to close on Monday, Sept. 7, at 12 M. An entrance fee of \$1.00 must accompany each entry, and should be addressed to

L. MOXLEY,

608 10th St., Washington, D. C.

#### FACILE

#### LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.

Price, 50 cents a bottle, with camel hair brush.

#### FACILE

#### LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

#### BICYCLES!

Send for Price List of Shop-worn and Second-hand

BICYCLES and TRICYCLES. Prices low.

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.



**FOR SALE.**—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

**CLUB SONGS FOR WHEELMEN**  
PRICE 25 CTS  
T. S. MILLER & CO.  
23 So. JEFFERSON ST. CHICAGO

## MURRAY'S, 100 SUDBURY STREET, BOSTON, MASS.,

Is the Eastern Headquarters for the AMERICAN CHALLENGE, AMERICAN SAFETY and IDEAL Machines. Do not waste your money on a second-hand wheel when you can get a new one for the same price. Every machine warranted.

I also make a specialty of YOUTHS' MACHINES, and keep a large stock on hand.

A few more HARVARDS, YALES, CORNELLS and SHADOWS left.

A good stock of Parts for the above Machines always on hand.

Be sure and call. Discount to the Trade.

100 SUDBURY STREET.

## GENUINE HUMBERS!

THE HUMBER TANDEM. (Patented in U. S. and Europe.)

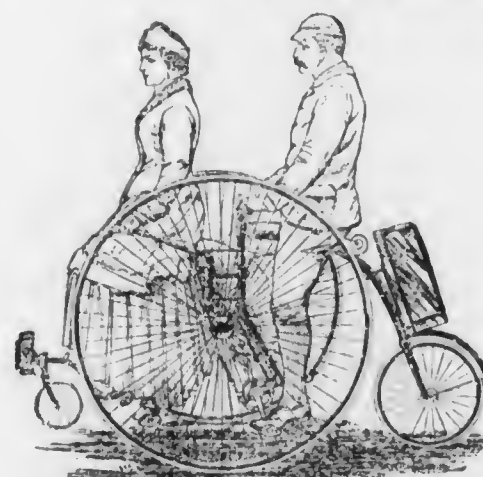
THE HUMBER AUTOMATIC STEERER. (Patented in U. S. and Europe.)

THE HUMBER TRICYCLE. THE HUMBER BICYCLE.

ROADSTER TANDEM, Weighs 98 pounds.

ROADSTER AUTOMATIC STEERER, Weighs 62 pounds.

STRENGTH AND RIGIDITY GUARANTEED. FINISH AND BEAUTY OF DESIGN UNEQUALLED.



THE "HUMBER TANDEM."  
Send Stamp for Price List.

Genuine HUMBERS are stamped "HUMBER & Co., Makers, Beeston, Notts," on the neck. All others are inferior imitations.

LLEWELLYN H. JOHNSON,

Sole United States Agent,

3 ARLINGTON PLACE - - EAST ORANGE, N. J.

BRANCH OFFICE, 362 BROADWAY, NEW YORK.

### LOST or STOLEN!!

On 12 Aug., a young man, giving name of Frank T. Edwards, hired 52-inch Expert Columbia Bicycle, No. 7,194, for use till 14 Aug., at 9 A. M. Machine has not been returned. Description: Finish, black enamel and nickel spokes, straight handle bars, vulcanite handles; numbered on neck as usual, and also on top of handle bar lug in smaller figures "7,194." In case you discover the machine, telegraph at once at our expense, and hold the party. A liberal reward is offered for information concerning said Edwards, and leading to return of the machine.

BOSTON, AUG. 24, 1885. W. W. STALL.

### SOMETHING YOU WANT.

Don't wait, but send twenty-five cents at once for a package of our **ADHESIVE TIRE TAPE**. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

ZACHARIAS & SMITH,  
Newark, N. J.



### THE "PARADOX" OILER A BOOT

TO Wheelmen, Skaters and Sportsmen also made for Sewing Machines. Its Hinged Screw Stopper (undetectable-de-tachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickel, 25 c. Gilt, 30 c.  
**H. B. HART,**  
No 811 ARCH STREET, PHILADELPHIA.  
LIBERAL DISCOUNT TO DEALERS.



Before you buy a BICYCLE, send to **H. B. HART, 811 Arch St., Philadelphia,** for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

## THEY ALL CHOSE "QUADRANTS"

Four well-known Cyclists lately visited England for a Tricycle tour. They all wanted "the best tricycle in England."

## THEY ALL CHOSE "QUADRANTS"

With the most satisfactory results.

**J. A. R. UNDERWOOD,**

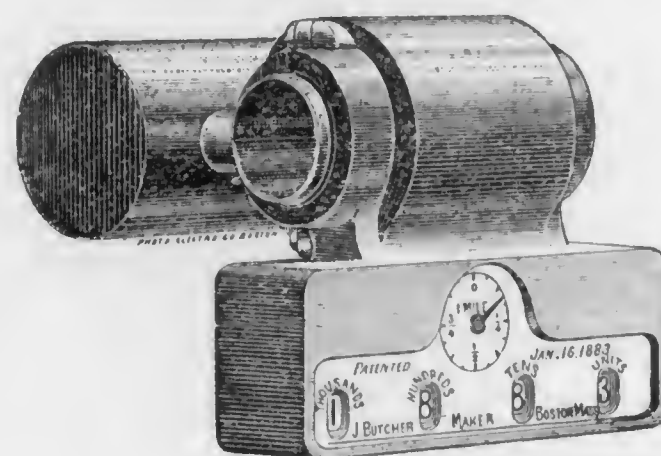
Washington St., near Euclid,

DORCHESTER - - - MASS.

Call and see them, or send stamp for Catalogue.

## THE BUTCHER CYCLOMETER,

IMPROVED FOR 1885.



Can be read from the Saddle and used with a Hub Lamp.

Price - - - \$10.00

Its form remains the same, but the works have been entirely remodelled. Its action is more positive, and the troublesome springs are done away with.

**BUTCHER CYCLOMETER CO.**

Nos. 6 and 8 Berkeley St.,

BOSTON - - - MASS.

# ST. LOUIS RAMBLERS' CLUB.

## FALL RACE MEETING.

Fair Grounds, St. Louis, Mo., 25 and 26 Sept.

The Track is the same on which a record of 2.46 3-4 was made this spring, since which time it has been greatly improved, and now presents a surface excelled by no track in the country.

### FIRST DAY—September 25, 1885.

1. One Mile—Bicycle. . . . . Novice.

FIRST PRIZE—Fruit Dish, richly engraved Crystal, in Silver Frame.  
SECOND PRIZE—Diamond Scarf Pin, "Crescent and Star."  
THIRD PRIZE—Solid Silver Napkin Ring.

2. Five Mile—Lap Race. Bicycle. Professional.

\$75.00, \$30.00, \$15.00, Cash.

3. Two Mile—Tricycle. . . . . Amateur.

FIRST PRIZE—Nut Bowl, Venetian Inlaid Gold Work on Silver Ground.

SECOND PRIZE—Card Receiver, Gold Repoussé Work, with Bicycle Ornament in Oxidized Silver.

THIRD PRIZE—Butter Dish in Silver Repoussé Work.

4. Three Mile—Bicycle. . . . . Amateur.

FIRST PRIZE—Silver Tea Service, in Elaborate Arabesque Chasing.

SECOND PRIZE—Silver Ice Pitcher, Japanese Chased.

THIRD PRIZE—Watch Charm, Gold Mounted Compass.

5. Two Mile—6.20 Class. . . . . Amateur.

FIRST PRIZE—Jewel Case, Silver, with Gold Chasing, representing "The Old Oaken Bucket."

SECOND PRIZE—Plaque Clock, in Antique Brass.

THIRD PRIZE—Individual Silver Table Set.

6. One Mile—Bicycle. Handicap. Professional.

\$60.00, \$25.00, \$10.00 in Cash.

7. One Mile—Bicycle. Open. . . . . Amateur.

FIRST PRIZE—After-dinner Coffee Service, in Venetian Illuminated Gold.

SECOND PRIZE—Nut Bowl in Rich Appliqué Work.

THIRD PRIZE—Pair Ball Pedals.

8. Three Mile—9.30 Class. . . . . Amateur.

FIRST PRIZE—Water Set, Silver Appliqué.

SECOND PRIZE—Jewel Case, Gold and Oxidized Silver.

THIRD PRIZE—Silver Goblet, in Gold Decorated Repoussé Work.

9. One Mile—Handicap. . . . . Amateur.

FIRST PRIZE—Epergne, Silver, Ornamented with Gold and Neillo Work.

SECOND PRIZE—Set Silver Nut Picks and Nut Cracker.

THIRD PRIZE—Silk Umbrella.

### SECOND DAY—September 26, 1885.

1. One Mile—Open. . . . . Amateur.

FIRST PRIZE—Rambler's Prize Cup (specially designed, and very elegant). SECOND PRIZE—Diamond Collar Button.  
THIRD PRIZE—Set Silver Fruit Knives.

2. Two Mile—Open. . . . . Professional.

\$60, \$25, \$10, in Cash.

3. Half Mile—Heat Race. . . . . Amateur.

FIRST PRIZE—Coffee Service in Pearl Satin Silver Work. SECOND PRIZE—Pearl and Gold Opera Glass. THIRD PRIZE—Silver Goblet in Raised Appliqué Work.

4. One Mile—Tricycle. . . . . Amateur.

FIRST PRIZE—Ice Pail, in Vari-Colored Byzantine Gold Work. SECOND PRIZE—Silver Handled Silk Umbrella. THIRD PRIZE—Silver Napkin Ring and Bouquet Holder.

5. One Mile—3.10 class. . . . . Amateur.

FIRST PRIZE—Oxidized Silver Cigar Box. SECOND PRIZE—Silver Card Stand. THIRD PRIZE—Pearl Handled Pocket Knife.

6. Five Mile—Lap Race. . . . . Amateur.

FIRST PRIZE—Silver Water Service, in Rich Gold Inlaid Repoussé Work. SECOND PRIZE—Diamond Scarf Pin. THIRD PRIZE—Solid Silver Match Box, Inlaid with Gold.

7. One Mile—Open. . . . . Professional.

\$75, \$30, \$15, in Cash.

8. Three Mile—Handicap. . . . . Amateur.

FIRST PRIZE—Double Barreled Shot Gun. SECOND PRIZE—Large Mantel Clock. THIRD PRIZE—Silver Headed Cane.

9. One Mile—Consolation. . . . . Amateur.

FIRST PRIZE—Cake Stand, Decorated Silver Etching on Gold Ground. SECOND PRIZE—Gentleman's Dressing and Shaving Case. THIRD PRIZE—Set Silver Dessert Knives.

**ENTRIES.**—Amateur, \$1.00 for each event. Professional, \$3.00 for each event. Four men must start, or number of prizes will be reduced. Entries close 20 September.

**L. J. BERGER - - Main and Market Streets - - ST. LOUIS, MO.**



# GRAND BICYCLE TOURNAMENT

AT THE  
Fifteenth Annual Exhibition and Fair  
OF THE

ATTLEBORO  
Farmers' and Mechanics'  
ASSOCIATION,

UNDER THE AUSPICES OF

THE COLUMBIA BICYCLE CLUB,  
OF NORTH ATTLEBORO, MASS.,

WEDNESDAY, SEPT. 16, 1885.

Open to Amateurs only.

Prizes aggregating in value \$175.

Entrance Fee, \$1.00,

which will be returned to all starters.

All entries should be made to C. E. SANDLAND, Secretary of the Columbia Bicycle Club, North Attleboro, Mass., and be accompanied by entrance fee. Entries close Sept. 15, 1885. Races under the rules of the L. A. W.

Trains leave Boston (B. & P. R. R.) connecting with train for Fair Grounds (Attleboro Falls) at 8, 9, 25 A.M. Return, 2:50, 4:30 P.M. Leave Providence, 9:20, 10:50 A.M. Return, 2:50, 4:30, 5:05 P.M. The facilities for racing are unsurpassed, the Association having the best and fastest half-mile track in New England, and have taken especial pains to put the track in express condition for this occasion.

The Columbia Bicycle Club

will use their utmost endeavors to make this the most successful tournament ever held in this vicinity.

WEDNESDAY, SEPT. 16, 1885.

## EVENTS.

11.30 A. M.

### I. COMPETITIVE DRILL.

Prize—winner to select.....Value, \$15.00

### II. SLOW RACE. (100 Yards.)

First Prize, Silver Medal.....Value, \$6.00

Second Prize, Gold Chain....." 4.00

### III. ONE MILE.

Best 2 in 3.

First Prize, Gold Medal.....Value, \$15.00

Second Prize, Silver Medal....." 10.00

Third Prize, "....." 5.00

### IV. HALF-MILE DASH.

(Without Hands.)

First Prize, Gold Medal.....Value, \$15.00

Second Prize, Silver Medal....." 10.00

Third Prize, "....." 5.00

### V. TWO-MILE DASH.

First Prize, Gold Medal.....Value, \$20.00

Second Prize, Gold Medal....." 15.00

Third Prize, Silver Medal....." 10.00

### VI. FIVE MILE DASH.

First Prize, Gold Medal.....Value, \$25.00

Second Prize, Gold Medal....." 15.00

Third Prize, Silver Medal....." 10.00

The entire management of these Races has been placed in the hands of the Columbia Bicycle Club, who will also entertain all visiting Wheelmen.

C. E. HAYWARD, President,  
L. F. MENDELL, Secretary,  
Attleboro, Mass.  
Plainville, Mass.

# CYCLING PUBLICATIONS,

ENGLISH AND AMERICAN,

ON SALE BY

E. C. Hodges & Co., Boston, Mass.

American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, *Bicyclists' Indispensable*, *Tricyclists' Indispensable*, etc., etc.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK.—By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged.

There will be no edition of this work in 1885. Fifty cents by mail.

We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE BICYCLISTS' INDISPENSABLE for 1885 is now in press.

TRAINING FOR AMATEUR ATHLETES, with special regard to bicyclists. By Dr. H. L. Curtis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. Fifty cents.

COMPLETE GUIDE TO BICYCLING.—By Henry Sturme. Treats of the sport itself as distinct from machines. Learning to ride, touring, training, choice and care of machines, clubs, and literature are all fully gone into. To the recently joined it gives a quantity of practical information in small compass. Third edition. Fifty cents.

HEALTH UPON WHEELS, by W. Gordon Stables, M. D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Mid-dling" class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Tubet. Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. Price by mail, Fifty cents.

ROAD BOOK OF BOSTON, by A. L. Atkins. A clearly printed book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail Fifteen cents.

TREATISE ON THE THEORETICAL AND PRACTICAL CONSTRUCTION OF THE TRICYCLE.—By F. Warner Jones. Devoted solely to a consideration of the principles which should govern the design and construction of the Tricycle as a machine. Illustrated with two folding plates of diagrams. Fifty cents.

CYCLIST AND WHEEL WORLD ANNUAL.—Edited by C. W. Nairn and Henry Sturme. Published in January. Contains a diary, club directory, racing records, résumé of events of the past year, and much other cycling information. Last edition for 1884. We will close out at twenty-five cents.

TRICYCLING FOR LADIES, by Miss F. J. Erskine.—"For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." Twenty-five cents.

CHRISTMAS NUMBERS.—The Christmas numbers of the *Cyclist* are profusely illustrated and filled with entertaining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Fifty cents. Editions of 1882 and 1883, twenty-five cents each.

A. B. C. OF BICYCLING.—This little book is the best instructor for beginners yet published, twelve cents.

BICYCLE PRIMER.—A bicycle alphabet in rhyme. Illustrated, ten cents.

LYRA BICYCLICA.—New edition. Just published. One hundred and sixty pages. Bound in cloth. A collection of wheel poems, by J. G. Dalton. \$1.00. First edition. Twenty cents.

BOUND VOLUMES OF THE WORLD, I. to X., omitting Vol. II, which is out of print. A complete history of 'cycling in America, \$2.00 each. The set, \$12.

AMERICAN BICYCLING JOURNAL.—The first American 'cycling journal. Very rare. A few copies left, \$4.50 each.

COMMON SENSE BINDERS.—The best binder made. We have a special size for the WORLD, \$1.00.

BUGLE CALLS.—Adapted from the U. S. army calls for the use of wheelmen, five cents.

BICYCLE TACTICS.—By Capt. T. S. Miller. A complete Manual for Drill by Clubs. 20 cents. New edition now ready.

THE CYCLIST is a well-filled newspaper, containing the earliest, the best, and fullest reports of all wheel matters, by its own special correspondents—none being given at second-hand. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturme and C. W. Nairn. \$2.50 per year, including postage.

THE TRICYCLIST.—The sport, pastime, and trade. Edited by George Lacy Hillier. The high-class leading paper devoted solely to tricycling. Handsomely printed, on superior paper. \$3.00 per year, including postage.

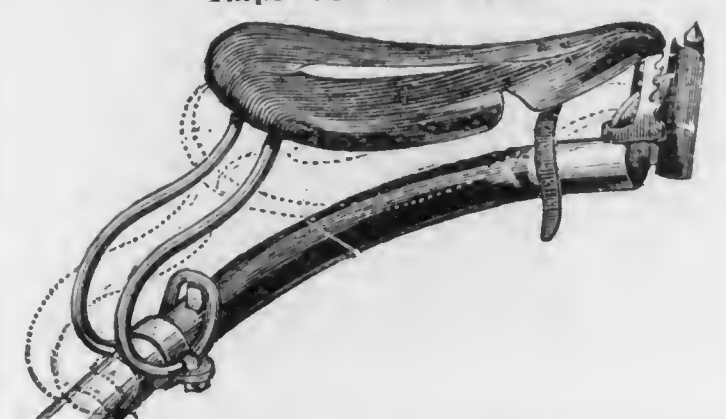
WHEEL LIFE.—The cyclists' society paper. Edited by W. McCandlish. Smart, chatty, scathing, instructive and amusing; it takes off the manner and actions of the men of the day, and keeps its readers alive to all that is passing in the wheel world. Large money prizes are periodically offered to its readers, and it is the acknowledged smartest cycling paper of the day. \$2.50 per year, including postage.

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Bifurcated & Universally Adjustable Saddle

Improved for 1885.

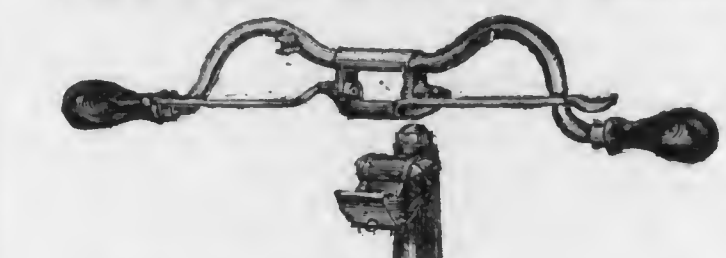


Is adjustable in height, width, and tension. Is bifurcated to remove pressure from the perineum, and afford adjustment in width. Positively the most perfect and easiest saddle ever made.

Removes all vibration and jolting.

Price, Nickelled, \$5.00; Japanned, \$4.00.

## THE NEW SAFETY BAR.



Greatly Improved, Simplified and Strengthened.

The Lock cannot be thrown out of adjustment by accident, even though the Bar be bent or broken. It cannot be worked off whether in proper adjustment or not. New safety-rod attachment for the thumb.

Price, Nickelled, with Brake and Lever, \$10.00.

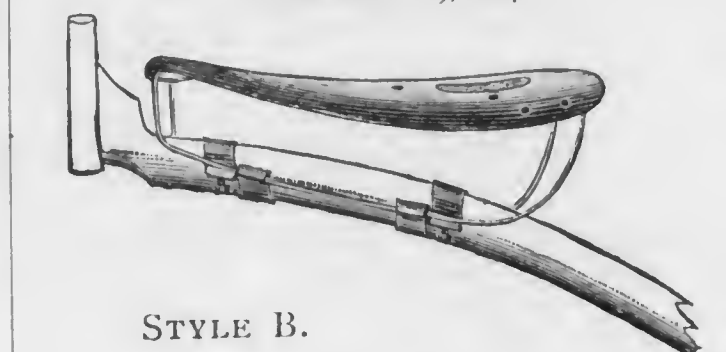
Ask your Dealer for them, or send for Circulars.

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ROCKFORD, ILL.

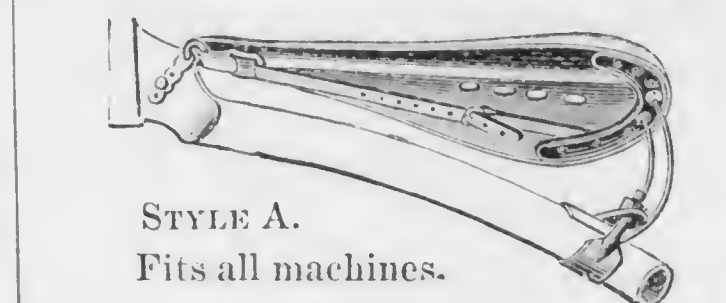


## THE DURYEA SADDLE.

Patented Feb. 19, 1884.



STYLE B.



STYLE A.

Fits all machines.



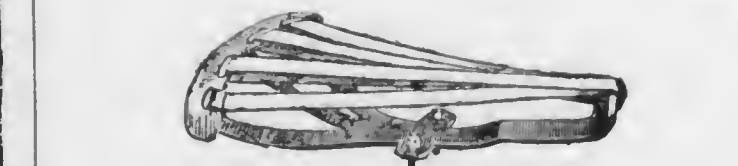
DURYEA  
STAR SADDLE.

Prince's Record of 2.39 was made on a Duryea.

Used also by Hendee, Sellers, Howell, Woodside, Corey, Dolph, Landy, Jenkins, Brooks, Eck, Morgan, Higham, Yates; also Miles, Armandino, and Sylvester, and all the flyers and long-distance riders.

Fits any Machine. (State what machine you ride.) Is Low, Neat, Comfortable, Adjustable, and Cheap. Try it once, and You will Use no other; it Makes Road Riding a Luxury. PRICES: JAPANNED, \$3.00; NICKELLED, \$3.75. Sent express free on receipt of price to any part of the United States or Canada. Reliable agents wanted. Remit by check, P. O. order, N. Y. Ex., or stamps.

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59th St. & Broadway, NEW YORK.  
Central Park Entrance.



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Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

## THE AMERICAN STAR BICYCLE.

A PRACTICAL ROADSTER, SAFE FROM HEADERS OR OTHER DANGEROUS FALLS.

The means of propulsion insure a continuous motion without dead centres, a requisite condition for both speed and power. The new flat-sprung tires are a great improvement, and the new square grooved rim forms a wheel that will not buckle.

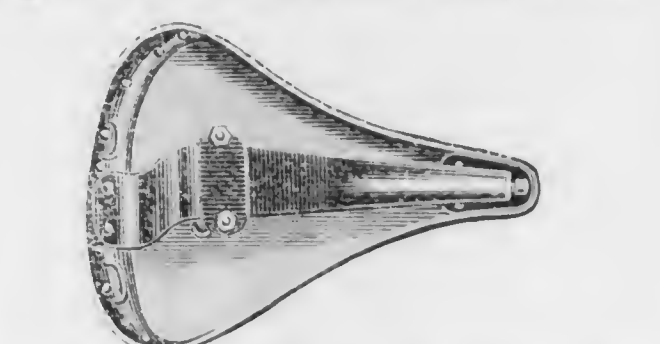
A "Reformed Crank Rider" says:—"In strength, safety, control, driving leverage, ease of motion, and coasting, the Star leads all Bicycles; while its positive action, quickness in steering, and economy in pedaling are excluded from any other similar vehicle." The workmanship and entire practicability of each and every machine are fully guaranteed.

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Smithville, Burlington Co., N. J.

## THE AMERICAN

Adjustable Long Distance Saddle



Spring Frame, Perfect Adjustment, Light, Strong, Elastic, Easy. Weight, 18 ounces. Star Saddle, 19 ounces.

MANUF'D UNDER LICENSE FROM THE POPE MFG. CO.

PRICE, \$4.00.

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Dealers in Bicycles, Tricycles, Parts and Sundries. Agents for all leading makes. Send stamp for Road Book of Western New York.

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BEFORE YOU BUY A BICYCLE  
Of any kind, send stamp to A. W. GUMP, Dayton, Ohio, for large Illustrated Price List of New and Second-Hand Machines. Second-hand BICYCLES taken in exchange. BICYCLES Repaired and Nickel Plated.

EDW. P. BURNHAM,  
AGENT FOR

Royal Mail, Victor and Premier Bicycles and Tricycles, Royal Mail Tandem Tricycle (2 track), and KANGAROO, the only Real Safety.

Full line of Sundries. Second-hand Machines bought, sold, or taken in exchange.

Residence, Fayette St., Newton.

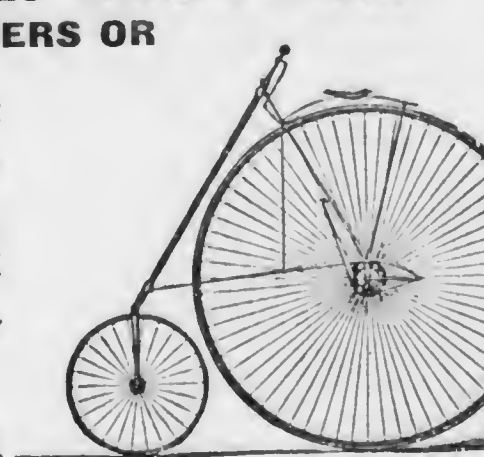


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STRICKLAND & PIERCE,  
158 Summer St., Boston.

HAND MADE THROUGHOUT.

Price-list and rules for self-measurement sent on application. Our shoe has been imitated by makers of machine goods. Get the right one. Patent mark and "Boston" on the sole of every shoe.





# BROKEN RECORDS ON COLUMBIAS.

CHICAGO, AUG. 15.

18 to 25 Mile Records Broken by N. H. VAN SICKLEN.

HARTFORD, CONN., SEPT. 2-3, 1885.

3 and 5 Mile Connecticut State  
Championship.

By L. A. MILLER, of MERIDEN, CONN.

3 Mile, 9.45 Class.

By CHAS. P. ADAMS, of SPRINGFIELD, MASS.

5 Mile L. A. W. Championship.

By WM. A. ROWE, of LYNN, MASS.

CLEVELAND, OHIO, AUG. 28, 1885.

$\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  Mile, Amer. Tricycle Record.  
 $\frac{1}{4}$ ,  $\frac{1}{2}$  Mile, World's Record.

Broken by CLARENCE HOWLAND.

PITTSFIELD, MASS., AUG. 13, 1885.

One Mile Open.

By WM. A. ROWE, of LYNN, MASS.

But of More Practical Value to the 90 and 9 Wheelmen, is the fact that the **MAJORITY OF THE AMERICAN WHEELMEN** Purchase **COLUMBIA BICYCLES AND TRICYCLES**, because they are

**PRE-EMINENTLY ROAD MACHINES,**

*With an EASE OF RUNNING AND DURABILITY which have Faithfully*

**STOOD THE TEST OF SEVEN YEARS**

Upon Every Grade of Road, and under all Supposable Conditions.

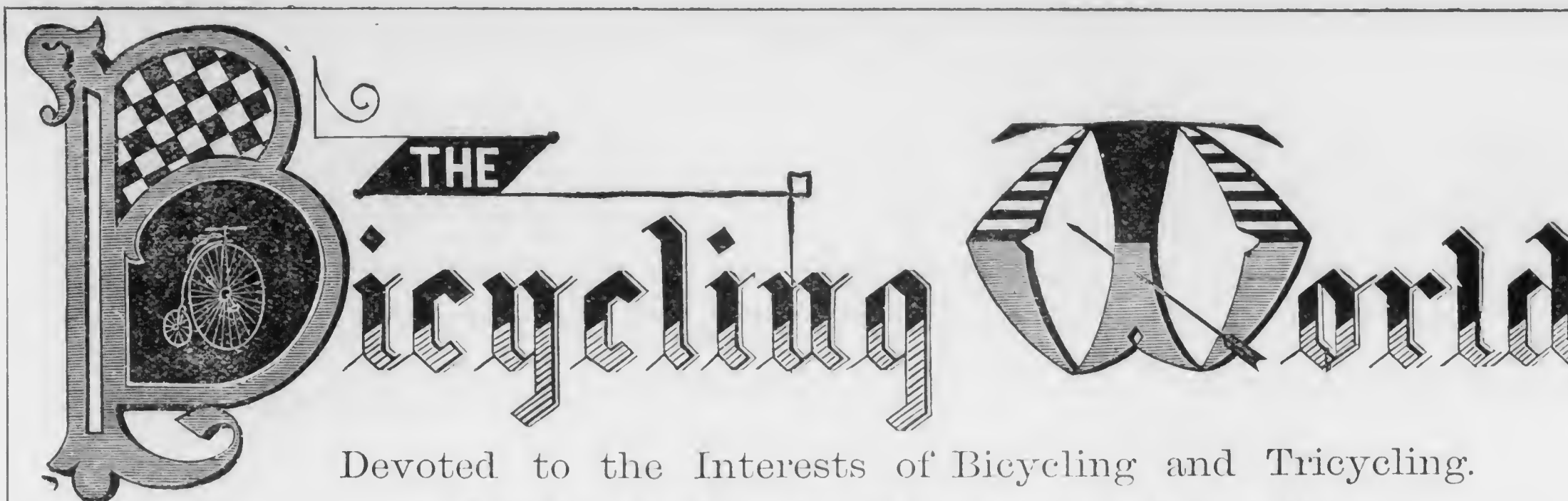
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BOSTON, 18 SEPT., 1885.

Volume XI.  
Number 20.

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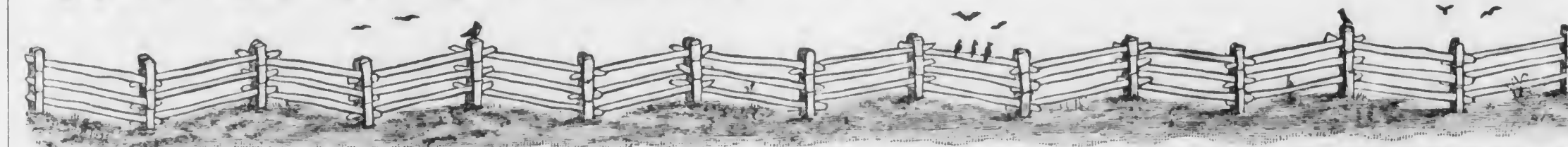
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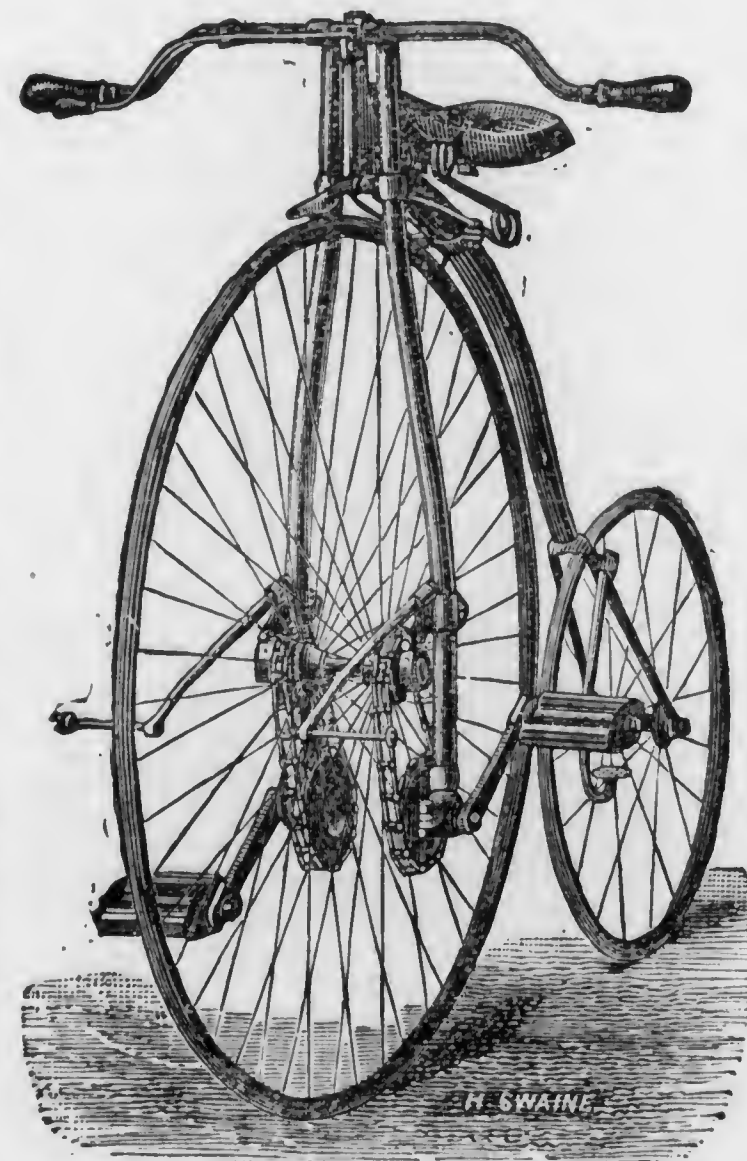
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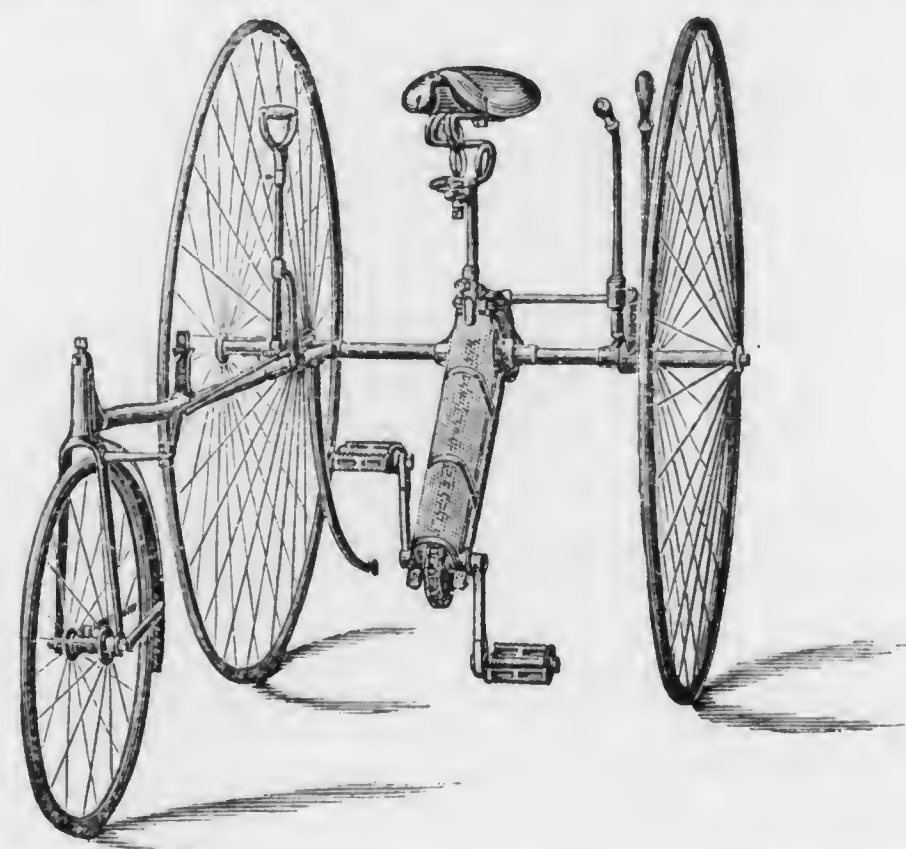
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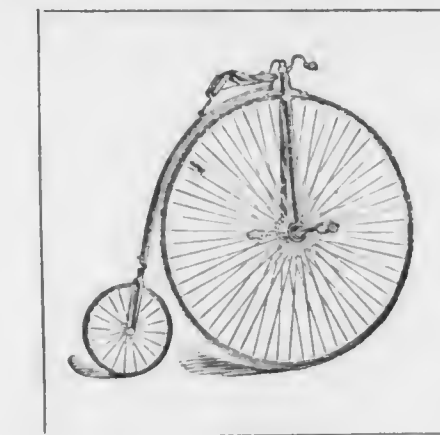
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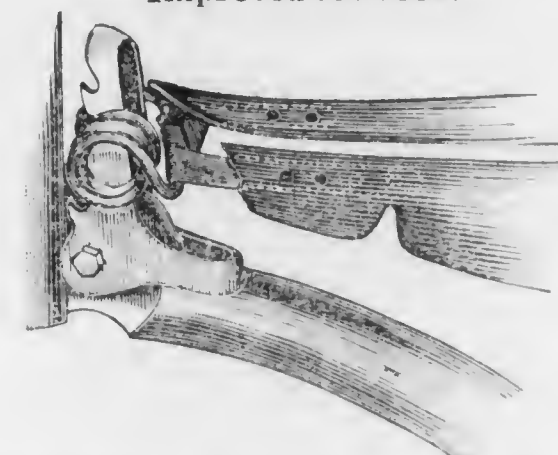
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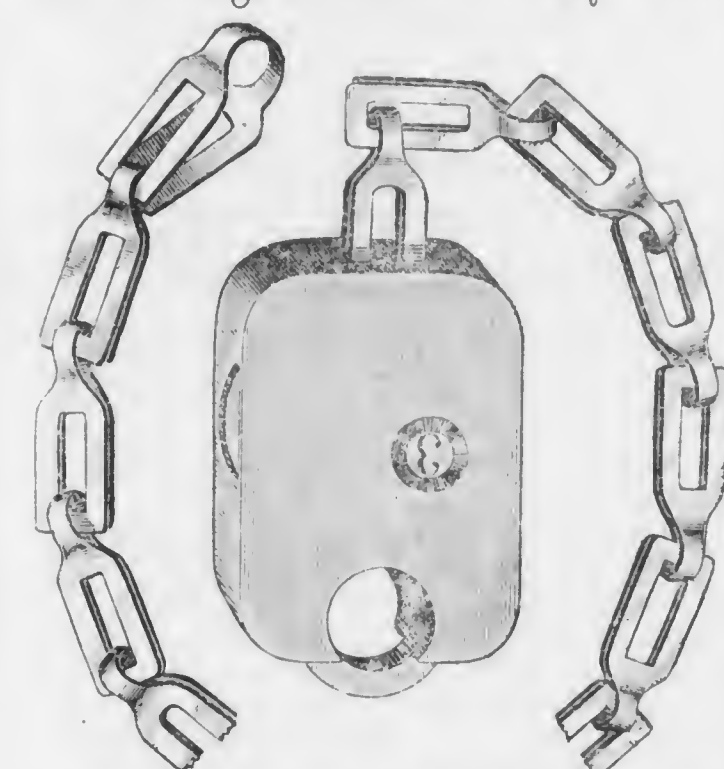
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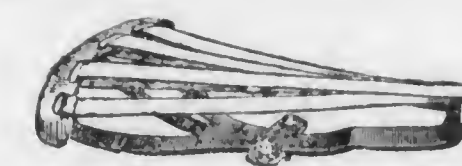
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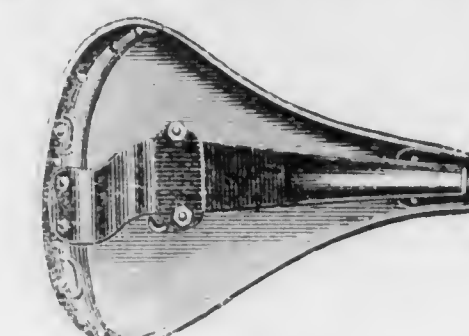
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ABBOT BASSETT . . . . . EDITOR

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 18 SEPT., 1885.

SPRINGFIELD.

SPRINGFIELD counts one more best on record. As the record table comes down so does the record of Springfield go up. She has shown us the grandest race meeting the world ever saw. We print the story to-day. It needs no comment from us ; it speaks for itself. Read it.

THE first thought that comes to us when we scan the record table is one of humiliation to think that nearly all our good records are held by Englishmen ; but a second thought tells us that it will work no injury to our riders to give them large game to shoot at, and it assures us that in America is found the best track and the best atmosphere for racing. Our visitors cannot do in England what they

do in America. It will not do for our English contemporaries to attack our timing. They must look somewhere else for a solution to the problem which meets them when America shows them better time than they can make at home. Our clear and dry atmosphere favors fast time, and this, taken in connection with our track at Springfield, enables us to lead the world.

THERE was a rumor to the effect that the two leading professional riders were taking turns at the tape, under an agreement made between them, and there is no doubt but the wiseacres could tell before the start just which race Wood was to win, and which Howell could take. Just how much of a trade was made, we cannot say ; but certain it is, the men did not give us a good exhibition of what they could do as competitors for supremacy. If they had run each other as hard as possible the first day, they would have used themselves up for the remaining days of the tourname<sup>n</sup>t, and James, Neilson, and Prince might take first places. They had no trouble in winning the races from the field that was against them, and they determined to do it as easily as possible. This is our theory, based on what we have observed. We have come to the conclusion that it is rare to see competition in sport decided on the merits of the contestants. It will not do to say that we see these things only in professional ranks. It is not so ; for within our memory dwells many a story of bargains and trades made by amateurs in good standing, many of which are as questionable as that which we saw at Springfield.

WE cannot commend the position which Mr. Pratt has taken *in re* his lapsed membership. Through fault of no one but himself, he has failed to renew his membership in the League, and his name has been dropped from the roll. He proposes to maintain that he is still a member, and refuses to pay the initiation fee which is necessary before he can regain his lost membership. We are not learned in the law, but we know enough about things of this kind to know that an organization like the League is a law unto itself, and if it chooses to make a rule that all memberships shall expire on a certain date, that rule is binding on the members so long as they remain with it. It was fortunate that a lawyer was in the

chair at the time the claim was made by Mr. Pratt, for he could, and did, remind the gentleman that he stood on untenable ground. Outside the question of the justice of Mr. Pratt's claim, there comes the very important point that Mr. Pratt is trying to establish a precedent that will work great injury to the League, and we are glad to know that the officers have put themselves fairly and squarely upon the rules, and are determined to enforce them.

SPEAKING of precedents, we are sorry to record the one established by the Massachusetts division, in remitting half the League fee to the Massachusetts Club. The club faced the problem of expense presented when they were asked to pay a full fee for a half year, and they met it boldly by deciding to pay the bill and remain with the League. In paying back money to them, the Massachusetts division has done an injustice to every member in the State outside of the favored club, and has established a precedent that may work a deal of harm in other States. We are not a little surprised that the division has voted as it has, and we shall be no less surprised to hear that the club has taken the money.

THE League will come to Boston next year. Good! Boston will be ready for it, and we do not doubt the old Boston Club will join in acting a generous host to the visitors.

SPRINGFIELD.

THE TOURNAMENT OF 1885.

THE interest in the races at Springfield increases with each year, and the past always sinks into insignificance when compared with the present. Such a field of riders as were gathered at Springfield this year was never seen before. England has sent us her best men, and America has been developing riders to meet them. It was unfortunate that our best men, notably Hendee, Hamilton, and Stone, were forced to forego a meeting with the visitors, on account of accidents; but in Burnham, Rowe, Weber, and Crist, we have shown them foemen worthy of their steel.

The first day was auspicious. Fully 8,000 persons were on the grand stand, in carriages and in the field. The light clouds obscured the sun, making the park cool and comfortable. The music by the Fitchburg band was excellent and did much to enliven the sport and add to the pleasure of the spectators.



The large number of entries made it necessary to run trial heats. These were run in the forenoon at 9.30.

Asterisks used in our report below denote best on record, and a dagger denotes time identical with the record.

#### TRIAL HEATS.

**One Mile, 3.10 Class.**—First heat, D. H. Renton (1), 2.45½; H. C. Hersey (2), 2.46; C. E. Kluge (3), 2.47; A. O. McGarrett (4); Lindell Gordon (5). A. P. Engleheart entered this heat on a Safety, and was timed in 2.48½, which is the best on record. Second heat, C. P. Adams (1), 2.51½; W. F. Knapp (2), 2.52; E. B. Smith (3); P. M. Harris (4); T. R. Finley (5). The four leaders in the first, and three in the second, were taken for the race.

**One Mile, Tricycle.**—First heat, R. Cripps (1), \*3.2½; R. Chambers (2), 3.2½; W. N. Winans (3), 3.3½; W. A. Rhodes (4). Second heat, F. F. Ives (1), 3.3½; E. P. Burnham (2), 3.7½; Joe Powell (3), 3.7½; Clarence Howland (4). The quarters in the first heat were timed, as follows: Quarter, W. A. Rhodes, \*45½; half, W. A. Rhodes, 1.32½; three-quarters, R. Cripps, \*2.21; 1 mile, R. Cripps, \*3.2½. Three taken from first heat, two from second.

**Three Mile, Amateur.**—First heat, M. V. J. Webber (1), \*8.34½; R. Cripps (2), 8.35; W. F. Knapp (3), 8.35½; W. A. Illston (4). Cripps led at the first mile, in 2.54, and Webber, of England, was ahead on the second mile, which was made in 5.58½. Second heat, R. H. English (1), 9.11; W. A. Rowe (2); Geo. M. Hendee (3); L. A. Miller (4); Geo. E. Weber (5). Four men taken from the first heat and three from the second.

#### RACES FIRST DAY.

**One Mile, Professional Handicap.**—Prizes: first, \$50 cash; second, \$30; third, \$20. Fred Wood, scratch (1), \*2.35½; R. Howell, scratch (2), 2.36½; R. A. Neilson, 45 yards (3), 2.36½; R. James, scratch (4); J. S. Prince, scratch (5); John Brooks, 40 yards (6); W. M. Woodside, 40 yards (7); H. W. Higham, 50 yards (8). Prince was timed, unofficially, for 2.37.

¼ mile.....R. Howell.....\*36½  
½ mile.....R. Howell.....\*1.17  
¾ mile.....R. Howell.....\*1.52½  
1 mile.....F. Wood.....\*2.35½

**Ten Mile, Championship of the L. A. W.**—First prize, L. A. W. gold medal, value \$300; second prize, L. A. W. gold medal; third prize, L. A. W. silver medal. A good race spoiled by an accident on the last half. Stone was leading, and was out from the curb. Hendee wished to take the lead, and tried to cut in between Stone and the curb, but in doing so he struck Stone, and both went over. Hunter, who was close behind,

also fell, but had time to save himself by throwing his feet over the handles. Hendee struck on the curb, and was badly bruised. Stone broke a bone in the back of his hand, and will have to forego racing for a month. The miles were timed as follows:—

1 mile.....Cola E. Stone.....2.51½  
2 miles.....Cola E. Stone.....5.51½  
3 miles.....E. P. Burnham.....8.58½  
4 miles.....E. P. Burnham.....12.4½  
5 miles.....Cola E. Stone.....15.10½  
6 miles.....E. P. Burnham.....\*18.18½  
7 miles.....E. P. Burnham.....\*21.28½  
8 miles.....E. P. Burnham.....\*24.40  
9 miles.....Cola E. Stone.....\*27.43½  
10 miles.....E. P. Burnham.....\*30.24½  
E. P. Burnham (1), \*30.24½; Wm. A. Rowe (2), 30.25; A. B. Rich (3), 30.25½; G. E. Weber (4).

**One Mile, Tricycle.**—Prizes: first, vase lamp, silver hammered and applique; second, candelabra, plaque and clock, chased and applique; third, Stephens 10-inch bicycle rifle, with case. The quarters were timed as follows:—  
¼ mile.....R. Cripps.....52½  
½ mile.....R. Chambers.....1.40½  
¾ mile.....W. A. Illston.....2.25½  
1 mile.....R. Cripps.....3.07  
R. Cripps (1), 3.07; R. Chambers (2), 3.07½; W. N. Winans (3), 3.7½.

**Five Mile Professional, Safety.**—Prizes: \$100, \$50 and \$40. In this race Howell easily led after the quarters. Brooks's machine broke on the journey, and he exchanged it for Engleheart's Kangaroo. At the tent, Howell kindly waiting till he caught up. Brooks passed him on the last turn, but Howell ran by on the straight, winning by a rod.

The quarters and miles were timed as follows. In the absence of any record these stand as the best.

¼ mile.....W. M. Woodside.....\*45½  
½ mile.....W. M. Woodside.....\*1.32½  
¾ mile.....W. M. Woodside.....\*2.18½  
1 mile.....R. Howell.....\*3.1  
2 miles.....R. Howell.....\*5.55½  
3 miles.....R. Howell.....\*9.11  
4 miles.....R. Howell.....\*12.22  
5 miles.....R. Howell.....\*15.36½  
R. Howell (1), \*15.36½; John Brooks (2), 15.36½; W. M. Woodside (3), 17.11½.

**Half Mile, Amateur.**—Prizes: First, Lakin cyclometer, gold plated; second, vase lamp, oxydized and silver applique; third, vase, old silver. R. H. English (1), \*1.15½; Wm. E. Crist (2), 1.16; L. A. Miller (3), 1.16½; D. E. Hunter (4). The quarter was made in 38½, by Crist. This is inside the English record. This race was easily Crist's, but he sat up to see where his follower was, and English jumped in ahead.

**One Mile, 3.10 Class.**—Prizes: First, tea service, silver, embossed; second, candelabra, plaque and clock, chased and applique; third, stop-watch. C. E. Kluge (1), 2.41½; C. P. Adams (2), 2.42; W. F. Knapp (3), 2.42½; A. O. McGarrett (4); E. B. Smith (5); P. M. Harris (6); Lindell Gordon (7); H. C. Hersey (8); D. H. Renton (9). P. M. Harris protested.

C. P. Adams claiming that he had a record of three minutes, made at Pittsfield. The record was admitted by Adams, and the judges allowed the protest.

**Three Mile Tandem, Tricycle.**—Prizes: First, two gold medals; second, two Venetian chased smokers' sets, gold lined; third, two cigar boxes (hold fifty), oxydized old silver. A beautiful and a notable race for the winners, succeeded in beating the best bicycle record of 8.32, made by Hillier of London.

¼ mile.....English & Cripps.....44½  
½ mile.....English & Cripps.....1.26  
¾ mile.....English & Cripps.....2.05½  
1 mile.....English & Cripps.....\*2.46  
2 miles.....English & Cripps.....\*5.34½  
3 miles.....English & Cripps.....\*8.23½  
Robert Cripps and R. H. English (1), \*8.23½; M. V. J. Webber and R. Chambers (2), 8.41; Geo. H. Illston and P. Furnivall (3), 9.42.

**Three Mile Amateur.**—Prizes: First, fishing set, fly, rod, basket, landing net, etc.; second, vase lamp, silver and oxydized; third, gold chain. Timed as follows:—

¼ mile.....W. A. Illston.....47  
½ mile.....W. A. Illston.....1.31  
¾ mile.....W. A. Illston.....2.13  
1 mile.....W. A. Illston.....2.57½  
2 miles.....W. A. Illston.....6.01  
3 miles.....M. V. J. Webber.....8.46½  
M. V. J. Webber (1), 8.46½; R. H. English (2), 8.46½; W. A. Illston (3), 8.46½; L. A. Miller (4); W. A. Rowe (5); W. F. Knapp (6); R. Cripps (7).

**Three Mile Professional Record.**—Prizes: \$75, \$45 and \$30. Run as a record race; the winner of the greatest number of firsts to take first prize.

¼ mile.....R. James.....†1.21  
R. Howell (2).  
1 mile.....F. Wood.....2.46½  
R. Howell (2).  
1½ miles.....F. Wood.....  
R. Howell (2).  
2 miles.....R. Howell.....\*5.42½  
F. Wood (2).  
2½ miles.....F. Wood.....  
R. Howell (2).  
3 miles.....F. Wood.....8.57½  
R. Howell (2).....8.57½  
R. A. Neilson (3).....8.58½  
John Brooks (4).

Fred Wood, first prize, 3 firsts; R. Howell, second prize, 1 first, 5 seconds; R. James, third prize, 1 first. Had this race been run as a lap race the men would have scored as follows: Wood, 33; Howell, 31; Neilson, 22; Brooks, 18; James, 13; Woodside, 7.

**Five Mile Record, Amateur.**—Prizes: First, Springfield prize cup; second, tea service, Indian chased and applique; third, water set, Italian chased. The leaders were:—

½ mile.....P. Furnivall.....1.26½  
F. F. Ives (2).  
1 mile.....P. Furnivall.....2.52  
F. F. Ives (2).  
1½ miles.....Geo. E. Weber.....  
E. P. Burnham (2).  
2 miles.....P. Furnivall.....5.42½

E. P. Burnham (2).  
2½ miles.....H. W. Gaskell.....  
E. P. Burnham (2).  
3 miles.....Geo. E. Weber.....8.34½  
P. Furnivall (2).  
3½ miles.....E. P. Burnham.....  
P. Furnivall (2).  
4 miles.....Geo. E. Weber.....\*11.34½  
P. Furnivall (2).  
4½ miles.....P. Furnivall.....  
Geo. E. Weber (2).  
5 miles.....P. Furnivall.....\*14.36½  
Geo. E. Weber (2).....14.39  
H. W. Gaskell (3).....14.44½  
P. Furnivall (1), 5 firsts; Geo. E. Weber (2), 3 firsts; E. P. Burnham (3), 1 first 3 seconds; H. W. Gaskell (4), 1 first. In a lap race the men would have counted as follows: P. Furnivall, 73 points; E. P. Burnham, 58 points; Geo. E. Weber, 53 points; H. W. Gaskell, 41 points.

#### SECOND DAY.

A heavy rain during the night made the prospects anything but bright. Everything looked bad for the club. The weather bureau put out all its unfavorable signals, and Old Probabilities said rain; but Springfield luck came in and gave the club a beautiful day, though the track was heavy. The stands were full, and it is estimated that 14,000 people saw the races. Trial heats were run off at 1.30 P. M.

#### TRIAL HEATS.

**One Mile, Amateur.**—First heat: P. Furnivall (1), 2.50½; W. F. Knapp (2); G. E. Weber (3). These taken for final. Second heat: W. A. Illston (1), 2.47; A. B. Rich (2); E. P. Burnham (3); L. A. Miller (4). These taken for final.

**Half Mile, 1.30 Class.**—First heat: C. E. Kluge (1), 1.21½; R. Schlager (2); C. E. Titchener (3); D. W. Rowlston (4). These taken for final. Second heat: A. O. McGarrett (1), 1.20½; J. Illston (2); C. P. Adams (3); D. H. Renton (4); T. R. Finley (5). These taken for final.

#### RACES, SECOND DAY.

**One Mile.**—Prizes: First, gold medal; second, nut bowl; third, Stevens rifle. P. Furnivall (1), 2.45½; W. A. Illston (2), 2.46; F. F. Ives (3), 2.46½; L. A. Miller (4); G. E. Weber (5); W. F. Knapp (6); A. B. Rich (7); E. P. Burnham (8).

**One Mile, Professional.**—Prizes, \$300 cash, and sweepstakes \$250.

¼ mile.....R. James.....46½  
½ mile.....R. James.....1.35  
¾ mile.....R. Howell.....2.15  
1 mile.....R. Howell.....2.49½  
Fred Wood (2).....2.49½  
R. James (3).....2.51½  
R. A. Neilson (4).  
J. S. Prince (5).

**Three Mile, Amateur Safety.**—Prizes: First, gold watch; second, water set; third, diamond pin.

¼ mile.....A. P. Engleheart.....\*41½  
½ mile.....A. P. Engleheart.....\*1.27½  
¾ mile.....A. P. Engleheart.....\*2.11½

1 mile.....R. Chambers.....2.55  
2 miles.....A. P. Engleheart.....\*6.05  
3 miles.....R. Chambers.....\*8.59½  
F. Allard (2).....8.59½  
A. P. Engleheart (3), 9.00  
J. Powell (4).

**Half Mile Amateur, 1.30 Class.**—Prizes: First, jardiniere; second, stop watch; third, card receiver. C. E. Kluge (1), 1.18½; John Illston (2), 1.18½; R. Schlager (3); C. E. Titchener (4); A. O. McGarrett (5); T. R. Finley (6); D. H. Renton (7); D. W. Rowlston (8); C. P. Adams (9). Illston's starter ran over the line, and the rider was disqualified by the referee.

**Three Mile, Record.**—Prizes: First, tea service and waiter; second, gold chain; third, fishing set.

¼ mile.....Wm. E. Crist.....1.20  
R. H. English (2).  
1 mile.....W. A. Rowe.....2.42½  
R. H. English (2).  
1½ miles.....E. P. Burnham.  
R. H. English (2).  
2 miles.....E. P. Burnham.....\*5.34½  
W. A. Rowe (2).  
2½ miles.....E. P. Burnham.  
W. A. Rowe (2).

3 miles.....M. V. J. Webber.....\*8.22½  
W. A. Rowe (2), 8.23; E. P. Burnham (3), 8.25½; W. E. Crist (4). First prize, Burnham; second, Rowe; third, Webber, who also takes a record prize. Counting points, as in a lap race, this would have been decided as follows: W. A. Rowe, 47 points; E. P. Burnham, 46 points; M. V. J. Webber, 40 points; Wm. E. Crist, 37 points. Thus Rowe beat Burnham on an average computation.

**Ten Mile, Professional.**—Prizes, \$150, \$100, \$75, and \$25. A waiting race, of little interest except on the last quarter.

1 mile.....R. James.....3.05½  
2 miles.....W. M. Woodside.....6.02½  
3 miles.....W. M. Woodside.....9.03  
4 miles.....W. M. Woodside.....12.08½  
5 miles.....R. James.....15.15  
6 miles.....R. A. Neilson.....18.23½  
7 miles.....John Brooks.....21.22  
8 miles.....R. Howell.....24.28  
9 miles.....R. Howell.....28.01½  
10 miles.....Fred Wood.....30.54½  
R. Howell (2) by a foot; R. A. Neilson (3); R. James (4); J. S. Prince (5); John Brooks (6); W. M. Woodside (7).

**Five Mile, Tricycle, Record.**—Prizes: First, Springfield cup; second, gold chain; third, silver vase.

¼ mile.....R. Cripps.....\*1.30  
F. F. Ives (2).  
½ mile.....F. F. Ives.....\*2.15½  
R. Cripps (2).  
1 mile.....P. Furnivall.....\*2.58½  
F. F. Ives (2).  
1½ miles.....P. Furnivall.  
F. F. Ives (2).  
2 miles.....P. Furnivall.....\*6.03½  
F. F. Ives (2).  
2½ miles.....P. Furnivall.  
F. F. Ives (2).  
3 miles.....P. Furnivall.....\*9.08½  
F. F. Ives.

3½ miles.....P. Furnivall.  
F. F. Ives (2).  
4 miles.....P. Furnivall.....\*12.15½  
F. F. Ives (2).  
4½ miles.....P. Furnivall.  
F. F. Ives (2).

5 miles.....P. Furnivall.....\*15.18½  
R. Cripps (2), 15.52; F. F. Ives (3), 15.55; W. A. Rhodes (4). First prize, Furnivall; second, Cripps; third, Ives. Counting as in a lap race, the men would have scored points as follows: Furnivall, 48; Ives, 31; Cripps, 30; Chambers (16); Rhodes, 15.

**Five Mile, 16 Minutes' Class.**—Prizes: First, Springfield cup; second, water set; third, plaque.

1 mile.....C. E. Kluge.....3.0  
2 miles.....D. H. Renton.....5.56½  
3 miles.....W. A. Rowe.....8.49½  
4 miles.....C. E. Kluge.....11.55½  
5 miles.....W. A. Rowe.....14.41½  
D. H. Renton (2), 14.42½; C. P. Adams (3), 14.42½; W. F. Knapp (4); L. M. Wainwright (5); C. E. Kluge (6); W. E. Crist (7); J. Illston (8); H. B. Wadsworth (9).

**One Mile Unicycle, Professional, for a record.**—W. N. Kaufmann, ¼ mile, \*53½; ½ mile, \*1.51½; ¾ mile, \*2.52; 1 mile, \*4.10. He fell and broke a spoke on the last quarter, but remounted and finished.

**One Mile Tandem.**—Prizes: First, two rifles; second, two stop watches; third, two silver inkstands. The tandem races proved the most interesting of the tournament, and this was one of the prettiest.

¼ mile.....English and Cripps.....46½  
½ mile.....English and Cripps.....1.26½  
¾ mile.....English and Cripps.....2.10½  
1 mile.....English and Cripps.....2.48½  
Furnivall and Illston (2), 2.50; Webber and Chambers (3), 2.51.

**Three Mile Handicap.**—Prizes: First, gold watch; second, gold chain; third, lemonade set. One of the prettiest races of the tournament. Webber, of England, nearly made up his handicap, and showed a pretty burst of speed, taking the record for the world. A. B. Rich, 50 yards (1), 8.16½; C. P. Adams, 120 yards (2), 8.17; M. V. J. Webber, scratch (3), \*8.17½; C. E. Titchener, 120 yards (4); D. E. Hunter, 50 yards (5); F. Allard, 120 yards (6); H. J. Hall, 50 yards (7); J. R. Schlager, 120 yards (8); P. M. Harris, 150 yards (9); W. A. Illston, scratch (10); Gaskell led the scratch men at the end of the second mile, in 5.39½, but did not finish.

#### THIRD DAY.

The third day opened with little promise, but once more the rain-god smiled, and Springfield's record for pleasant weather remains unbroken. During the morning, trial heats were run on the park to weed out the slower riders from the three-mile race, for which there were some thirty entries. The only spectators were several hundred wheelmen, whose enthusiasm kept them from shivering in the grand stand. No fast time was made, nor was any expected; and for the afternoon's races the cyclists gave themselves up to



thoughts of disappointment, as it seemed impossible that any records could be broken. The management of the tournament also felt disappointed, for it seemed probable that but few persons would care to attend the races during such cold weather. But all were wrong, for the enthusiasm awakened by the two days of splendid racing, sent nearly 6,000 people to the park, and more records were broken than on any day of the meet.

## TRIAL HEATS.

*Three Mile, 9.10 Class.*—First heat. W. A. Rowe (1), 8.49½; C. E. Kluge (2), 9.7½; A. P. Engleheart (3), 9.8½; D. E. Hunter (4); W. F. Knapp (5). Engleheart went into this heat with an idea to break the record for the Safety machine. He was timed at quarter mile, 47; half mile, 1.29½; three-quarters, 2.15; one mile, 3; two miles, 6.4½; three miles, 9.8½. Second heat. A. B. Rich (1), 9.7½; W. E. Crist (2); Joe Powell (3); F. F. Ives (4). The above gained position in the final.

## THIRD DAY'S RACES.

*One Mile, Professional, Safety.*—Prizes: \$50, \$30 and \$20. The race was won easily by Howell, Woodside second, Higham third. Brooks came walking in a couple of minutes later, holding the little wheel of his bicycle in one hand, and pushing along the rest of his machine, which a fall had separated, by his other hand.

½ mile.....W. M. Woodside.....46½  
1 mile.....W. M. Woodside.....\*1.28½  
1 mile.....W. M. Woodside.....\*2.13½  
1 mile.....R. Howell.....\*2.55  
W. M. Woodside (2), 2.59; H. W. Higham (3).

*One Mile, Tricycle, to beat record 2.58½.*—Robert Cripps was introduced to attempt to break the mile tricycle record, which was held by Percy Furnivall, 2.58½. He got a splendid start, the pace being set by W. A. Illston, on a bicycle.

½ mile.....Robert Cripps.....\*43½  
1 mile.....Robert Cripps.....\*1.25  
1 mile.....Robert Cripps.....\*2.10½  
1 mile.....Robert Cripps.....\*2.53½

*Ten Mile Record.*—The prizes were: First, Springfield prize cup; second, gold watch; third, tilting ice water set. This race may be set down as one of the red letter events in American cycling, for it gave us twenty miles within the hour, by three men, and the best amateur performance for the hour, on record. The heats in the record race were as follows:—

½ mile.....P. Furnivall.....1.22½  
W. A. Illston (2).  
1 mile.....P. Furnivall.....2.46½  
E. P. Burnham (2).  
1½ miles.....E. P. Burnham.....  
P. Furnivall (2).  
2 miles.....Geo. E. Weber.....5.36½  
R. H. English (2).  
2½ miles.....P. Furnivall.....  
R. H. English (2).  
3 miles.....W. A. Illston.....8.25½  
R. H. English (2).

3½ miles.....R. H. English.....  
W. A. Illston (2).  
4 miles.....M. V. J. Webber.....\*11.16½  
R. H. English (2).  
4½ miles.....Geo. E. Weber.....  
M. V. J. Webber (2).  
5 miles.....M. V. J. Webber.....\*14.8½  
Geo. E. Weber (2).  
5½ miles.....M. V. J. Webber.....  
Geo. E. Weber (2).  
6 miles.....M. V. J. Webber.....\*17.2½  
Geo. E. Weber (2).  
6½ miles.....M. V. J. Webber.....  
Geo. E. Weber (2).  
7 miles.....M. V. J. Webber.....\*19.58½  
Geo. E. Weber (2).  
7½ miles.....M. V. J. Webber.....  
Geo. E. Weber (2).  
8 miles.....M. V. J. Webber.....\*22.53  
Geo. E. Weber (2).  
8½ miles.....M. V. J. Webber.....  
P. Furnivall (2).  
9 miles.....M. V. J. Webber.....\*25.48  
P. Furnivall (2).  
9½ miles.....M. V. J. Webber.....  
P. Furnivall (2).  
10 miles.....M. V. J. Webber.....\*28.44½  
P. Furnivall (2).....29.20  
Geo. E. Weber (3).....29.20½  
E. P. Burnham (4).

The prizes were awarded as follows: M. V. J. Webber, 12 firsts; P. Furnivall, 3 firsts; Geo. E. Weber, 2 firsts. Counted as in a lap race by taking the best average the four men who finished would count as follows: Webber, 109 points; Weber, 100 points; Furnivall, 99 points; Burnham, 84 points.

## TWENTY MILES IN THE HOUR.

Webber had made such havoc with the records to ten miles, that he was urged to continue and attempt twenty miles within the hour. Geo. Weber and Burnham also concluded to keep on, but the late notice rendered it a very hard task for them, and we can believe them capable of much better work than that which they gave us, creditable as it was. At thirteen and a half miles, Knapp undertook to set the pace, but was unequal to it, as Webber, even then, was too much for him, rolling off the miles with an average of less than 3m. In the middle of the thirteenth mile Chambers came in and was astonished to find what a hot race his countryman was making. At fifteen miles Weber passed Burnham, Chambers dropped a mile as pace maker at sixteen and a half miles, but resumed, and at seventeen miles Powell put in his appearance as pace maker for Weber, who was well ahead. Knapp made pace for Burnham. All the men—Webber, Weber and Burnham—were all well inside of all American records, and counted upon as sure, within the hour.

Amid immense enthusiasm Webber finished his twentieth mile within the hour, and having gone on to cover the greatest distance ever made in the hour, the band played "God Save the Queen." The Americans, Weber and Burnham, received plenty of encouragement for their pluck and skill, and were repeatedly

cheered and applauded. When Burnham came around for the last time, the band played "Yankee Doodle." Webber scored time, as follows:—

	Best previous.	American.	English.
11 miles.....	*31.41	35.16	32.19½
12 miles.....	*34.41½	38.24	35.15
13 miles.....	*37.41	41.29	38.16
14 miles.....	*40.42½	45.00	41.26
15 miles.....	*43.36	48.11	44.29½
16 miles.....	*46.35½	51.37½	47.26
17 miles.....	*49.33½	55.02½	50.22
18 miles.....	*52.44½	58.22	53.20
19 miles.....	*55.52½	61.37½	56.15
20 miles.....	*58.56½	64.47½	59.06½

The timers had their watches on Webber, and did not catch the times of Weber and Burnham, as it was uncertain, at the conclusion of the ten miles, whether they would go on or not; but all were taken for a performance within the hour. M. V. J. Weber ran \*20 miles, 635.83+ yards, within the hour, and made 20½ miles in 1h. 20sec. Geo. E. Weber ran 20 miles, 290 yards. E. P. Burnham ran 20 miles, 135 yards. The best previous amateur performance within the hour was that of R. H. English, who made 20 miles, 566 yards, on the Crystal Palace track, 11 September, 1884.

*Three Mile, Professional.*—Prizes: \$75, \$45, \$30. As it was a straightaway contest, no record-breaking time was anticipated, although, as a special inducement, a gold watch was offered to the man who should break the record.

¼ mile.....R. Howell.....43½  
¼ mile.....J. Brooks.....1.26  
¼ mile.....J. Brooks.....2.09  
¼ mile.....J. Brooks.....2.52½  
2 miles.....F. Wood.....5.59½  
3 miles.....R. Howell.....8.46

Fred Wood (2), 8.46½; R. James (3), 8.48; R. A. Neilson (4); J. S. Prince (5); John Brooks (6); W. M. Woodside (7).

*One Mile, Safety, Amateur.*—Prizes: First, gold medal; second, silver watch; third, Lakin cyclometer.

¼ mile.....T. R. Finley.....46½  
¼ mile.....F. Allard.....\*1.25½  
¼ mile.....F. Allard.....\*2.08½  
1 mile.....A. P. Engleheart.....2.48½  
F. Allard (2), 2.49½; R. Chambers (3), 2.54½; T. R. Finley (4).

*Five Mile, Amateur, Tandem.*—First, two umbrella stands; second, two sconces; third, two fruit dishes. This brought out young Webber on the front seat, with Chambers behind. They finished in the rear; but when they came in President Ducker presented Webber with a beautiful bouquet, in acknowledgment of his twenty mile performance. This captured the grand stand, and the young fellow was loudly applauded.

1 mile....English and Lambert....3.34½  
2 miles....Furnivall and Cripps....7.07½  
3 miles....English and Lambert....10.21½  
4 miles....Dead heat.....\*13.39½  
Furnivall and Cripps.  
English and Lambert.  
5 miles....Furnivall and Cripps.....\*16.49½

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1-4 mile .....	36 4-5	11 miles.....	31.41
3-4 " .....	1.52 2-5	12 " .....	34.41 3-5
3 " .....	8.17 3-5	13 " .....	37.41
4 " .....	11.16 1-5	14 " .....	40.42 3-5
5 " .....	14.08 2-5	15 " .....	43.36
6 " .....	17.02 3-5	16 " .....	46.35 2-5
7 " .....	19.58 3-5	17 " .....	49.33 1-5
8 " .....	22.53	18 " .....	52.44 2-5
9 " .....	25.48	19 " .....	55.52 2-5
10 " .....	28.44 2-5	20 " .....	58.56 1-5

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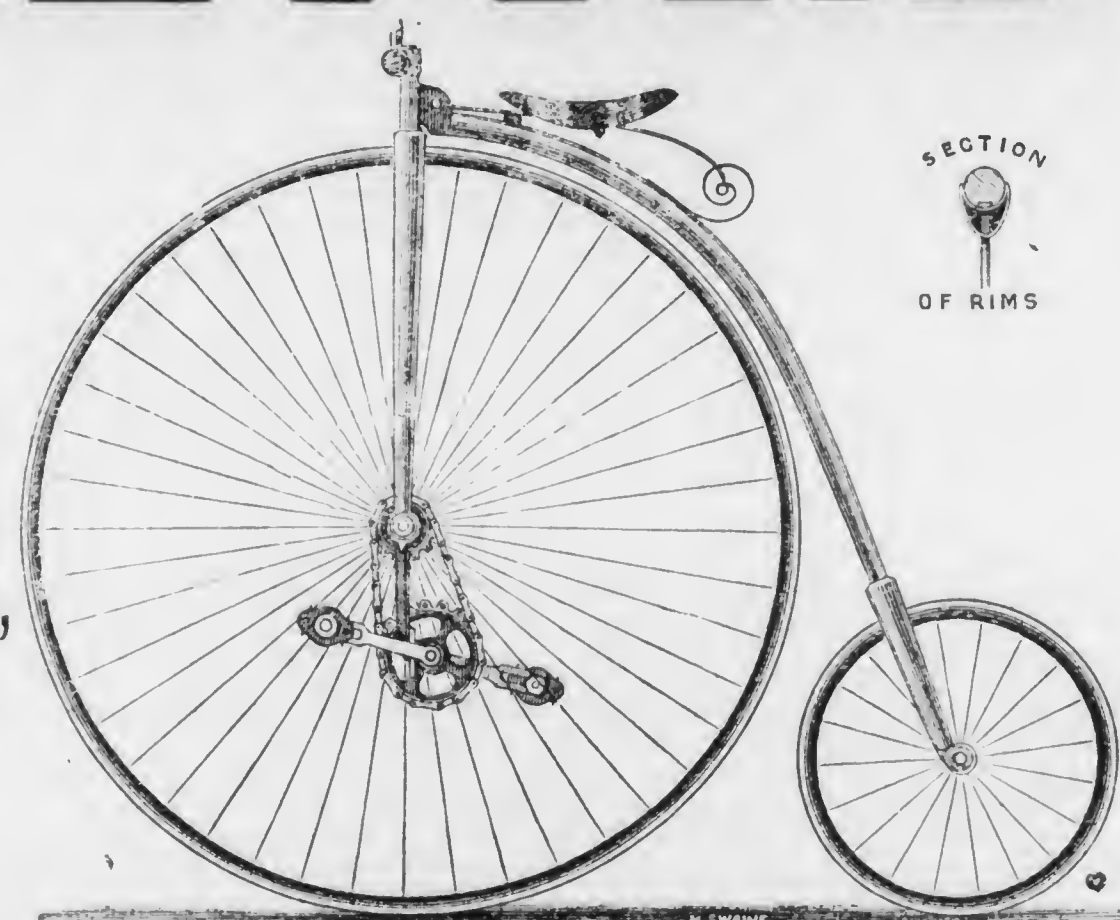
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English and Lambert (2), 16.50<sup>2</sup>; Webber and Chambers (3), 17.40<sup>2</sup>.

*Three Mile, 9.10 Class.*—Prizes: First, Springfield cup; second, mantel vase; third, mirror.

1 mile.....A. B. Rich.....2.48  
2 miles.....C. E. Kluge.....5.46<sup>2</sup>  
3 miles.....W. A. Rowe.....8.30

Joe Powell (2), 8.31<sup>1</sup>; A. B. Rich (3), 8.31<sup>2</sup>; W. F. Knapp (4); C. E. Kluge (5); F. F. Ives (6); C. E. Titchener (7); A. P. Engleheart (8); D. E. Hunter (9); W. E. Crist (10). In this race Engleheart made one more effort to capture the records on a Safety. He was timed as follows:  $\frac{1}{4}$  mile, 43<sup>1</sup>;  $\frac{1}{2}$  mile, \*1.24<sup>2</sup>;  $\frac{3}{4}$  mile, \*2.07; 1 mile, 2.49<sup>2</sup>; 2 miles, \*5.46<sup>2</sup>; 3 miles, \*8.35<sup>2</sup>.

*Three Mile, Tricycle.*—First, gold watch; second, vase lamp; third, plaque and easel. P. Furnivall (1), 9.37; R. Cripps (2), 9.37<sup>2</sup>; R. H. English (3), 9.41<sup>1</sup>; A. G. Powell (4); W. A. Rhodes (5); W. N. Winans (6).

*One Mile Handicap.*—Prizes: First, mantel vase, Venetian chased and oxidized; second, fruit dish, gold and oxidized; third, smoking set, copper and silver, hammered and applique. Rowe was allowed a handicap of 8s., but refused to accept it, preferring to start from the scratch and try for a record. Cook, of San Francisco, much to every one's surprise, appeared on the track, and was placed on the scratch. It was not supposed that he had sufficiently recovered from his recent accident. The starters and handicaps were as follows: J. R. Schlager, 30 yards; C. P. Adams, 25 yards; T. R. Finley, 30 yards; W. F. Knapp, 20 yards; A. B. Rich, 10 yards; P. M. Harris, 20 yards; F. R. Cook, scratch; H. E. Bidwell, 15 yards; W. A. Illston, scratch; W. A. Rowe, scratch; P. D. Brown, 50 yards; C. E. Kluge, 30 yards; L. J. Barber, 50 yards; H. B. Wadsworth, 40 yards; F. Allard, 20 yards; L. M. Wainwright, 40 yards; A. E. Schaaf, 50 yards. The scratch men were Rowe, Rich, Illston, and Cook.

Rowe overtook the leaders and led at the three-quarter pole in 2.12, and finished in 2.41, the fastest mile in the three days' racing credited to an amateur. W. A. Rowe (1), 2.41; A. B. Rich (2), 2.41<sup>1</sup>; W. F. Knapp, 20 yards (3), 2.41<sup>2</sup>; W. A. Illston (4). It was impossible to catch the positions of the rest of the riders, they were in such a bunch at the tape.

*Five Mile, Professional Handicap.*—Prizes, \$100, \$60, \$40. Some record breaking time was surely expected in this race, which had the following starters: J. H. Polhill, 400 yards; Neilson, 200 yards; Woodside, 180 yards; Brooks, 180 yards; Higham, 275 yards; Wood, Howell, and James, scratch. The time of the scratchmen was taken as follows:—

$\frac{1}{4}$  mile.....R. Howell.....42  
 $\frac{1}{2}$  mile.....R. Howell.....1.21  
 $\frac{3}{4}$  mile.....R. Howell.....2.01  
1 mile.....F. Wood.....2.39

2 miles.....F. Wood.....\*5.29  
3 miles.....R. Howell.....\*8.20  
4 miles.....F. Wood.....\*11.32<sup>1</sup>  
5 miles.....F. Wood.....\*14.34<sup>1</sup>  
R. Howell (2), 14.34<sup>2</sup>; R. A. Neilson' 200 yards (3), 14.34<sup>1</sup>; R. James (4); John Brooks, 180 yards (5); W. M. Woodside (6); J. H. Polhill (0).

*One Mile, Consolation.*—Prizes: First, tea service; second, nut dish; third, water pitcher. There were twelve starters. Cook, of San Francisco, held a long lead of the field until the home stretch, when he was passed by John Illston and Barber. John Illston (1), 2.48<sup>1</sup>; L. J. Barber (2), 2.49; F. Russ Cook (2), 2.49<sup>2</sup>; H. J. Hall (4); P. M. Harris (5).

The officers of the tournament were: General director, Henry E. Ducker; referee, Abbot Bassett; judges, C. H. Potter, C. A. Hazlett, N. M. Beckwith, F. A. Elwell, Stephen Terry; starter, Charles E. Whipple; clerk of course, D. E. Miller; scorer, George S. Miller; timer, O. N. Whipple; police, W. H. Jordan.

#### The Records.

BELOW we give a table of the records as they stand up to time of going to press. Later in the season we shall publish a full table of records with names of holders, dates, places, etc. Those marked with an asterisk are records left untouched by Springfield. All American records unmarked by an asterisk, were made at Springfield, this year.

#### AMATEUR BICYCLE RECORDS.

	AMERICAN.	ENGLISH.
$\frac{1}{4}$ mile.....	*37 <sup>2</sup>	39
$\frac{1}{2}$ mile.....	1.15 <sup>2</sup>	1.19 <sup>2</sup>
1 mile.....	*1.55 <sup>2</sup>	2.00
1 mile.....	*2.39	2.30 <sup>2</sup>
2 miles.....	5.34 <sup>2</sup>	5.30 <sup>2</sup>
3 miles.....	8.17 <sup>2</sup>	8.32
4 miles.....	11.16 <sup>2</sup>	11.24
5 miles.....	14.81	14.18
6 miles.....	17.23	17.33 <sup>2</sup>
7 miles.....	19.58	20.30
8 miles.....	22.53	23.28 <sup>2</sup>
9 miles.....	25.48	26.22
10 miles.....	28.44 <sup>2</sup>	29.19 <sup>2</sup>
11 miles.....	31.41	32.19 <sup>2</sup>
12 miles.....	34.41 <sup>2</sup>	35.15
13 miles.....	37.41	38.16
14 miles.....	40.42 <sup>2</sup>	41.26
15 miles.....	43.36	44.29 <sup>2</sup>
16 miles.....	46.35 <sup>2</sup>	47.26
17 miles.....	49.33	50.22
18 miles.....	52.44 <sup>2</sup>	53.20
19 miles.....	55.52 <sup>2</sup>	56.15
20 miles.....	58.56 <sup>2</sup>	59.06 <sup>2</sup>

#### PROFESSIONAL BICYCLE.

$\frac{1}{4}$ mile.....	36 <sup>2</sup>	39
$\frac{1}{2}$ mile.....	1.17	1.17 <sup>2</sup>
1 mile.....	1.52 <sup>2</sup>	1.59 <sup>2</sup>
1 mile.....	2.35 <sup>2</sup>	2.40 <sup>2</sup>
2 miles.....	5.29	5.36 <sup>2</sup>
3 miles.....	8.20	8.39
4 miles.....	11.32 <sup>2</sup>	11.39
5 miles.....	14.34 <sup>1</sup>	14.28

#### AMATEUR TRICYCLE.

1 mile.....	43 <sup>2</sup>	46 <sup>2</sup>
1 mile.....	1.25	1.29 <sup>2</sup>
1 mile.....	2.10 <sup>2</sup>	2.14 <sup>2</sup>
1 mile.....	2.53 <sup>2</sup>	2.58 <sup>2</sup>
2 miles.....	6.34	6.21
3 miles.....	9.38 <sup>2</sup>	9.38 <sup>2</sup>
4 miles.....	12.15 <sup>2</sup>	13.03
5 miles.....	15.18 <sup>2</sup>	16.19

#### AMATEUR TANDEM TRICYCLE.

	American.	English.
$\frac{1}{4}$ mile.....	44 <sup>2</sup>	41
1 mile.....	1.26	1.21
1 mile.....	2.05 <sup>2</sup>	2.04
1 mile.....	2.46	2.47 <sup>2</sup>
2 miles.....	5.34 <sup>2</sup>	5.48
3 miles.....	8.23 <sup>2</sup>	8.39
4 miles.....	13.39 <sup>2</sup>	11.30
5 miles.....	16.49 <sup>2</sup>	14.22 <sup>2</sup>

#### AMATEUR SAFETY.

(Neither the racing board nor the N. C. U. recognize "Safety" records, but class all records made on any kind of bicycle under one head. We find no English record for the Safety that is recognized as such. Below we give the amateur and professional times made at Springfield.)

	Amateur.	Profes'l.
$\frac{1}{4}$ mile.....	41 <sup>2</sup>	45 <sup>2</sup>
$\frac{1}{2}$ mile.....	1.24 <sup>2</sup>	1.28
1 mile.....	2.07	2.13 <sup>2</sup>
1 mile.....	2.48 <sup>2</sup>	2.55
2 miles.....	5.46 <sup>2</sup>	5.55 <sup>2</sup>
3 miles.....	8.35 <sup>2</sup>	9.11
4 miles.....	*12.55	12.22
5 miles.....	*16.04	15.36 <sup>2</sup>

#### ONE HOUR RECORD.

*English Professional*, 20<sup>1</sup> miles, 25 yards. Fred Lees, Leicester, 18 August, 1883.

*American Amateur*, 20 miles, 635.83+ yards. M. V. J. Webber, Springfield, 10 August, 1885. *Resident record*, 20 miles, 250 yards, Geo. E. Weber, Springfield, 10 August, 1885.

*English Amateur*, 20 miles, 566 yards, R. H. English, Crystal Palace, 11 September, 1884.

*Unicycle Record, Professional.*—W. N. Kauffmann, quarter, 53<sup>2</sup>; half, 1.51<sup>2</sup>; three quarters, 2.52; mile, 4.10.

The following will show the positions gained at the finish of the races by the principal wheelmen. It does not represent the prizes taken, because, in the record races, the prizes did not necessarily go those who finished first and second. We have credited both riders with positions in tandem races. Furnivall's 3 represents his position in the tandem race when he had G. H. Illston for a partner. Adams, C. P., 2, 9, 3, 2; Allard, 2, 6, 2; Barber, 2; Brooks, 6, 2, 4, 6, 6, 5; Burnham, 1, 8, 3, 4; Crist, 2, 4, 7, 10; Chambers, 2, 1, 1, 3, 3, 3; Cook, 3; Cripps, 1, 1, 7, 2, 1, 1, 2; Engleheart, 3, 1, 8; English, 1, 1, 2, 1, 2, 3; Furnivall, 3, 1, 1, 1, 2, 2, 1, 1; Finley, 6, 4; Gaskell, 3; Gordon, 7; Harris, 6, 9, 5; Hersey, 8; Higham, 8, 3; Howell, 2, 1, 2, 1, 2, 1, 1, 2; Hunter, 4, 5, 9; Hall, 7, 4; Illston, Geo. H., 3, 2; Illston, John, 2, 8, 1; Illston, W. A., 3, 2, 10, 4; Ives, 3, 3, 6; James, 4, 4, 3, 4; Kluge, 1, 1, 6, 5;



Knapp, 3, 6, 4, 4, 3; Lambert, 2; McGarrett, 4, 5; Miller, 3, 4, 4; Neilson, 3, 3, 4, 3, 4, 3; Powell, A. G., 4; Powell, Joe, 4, 2; Prince, 5, 5, 5; Renton, 9, 7, 2; Rhodes, 4, 5; Rich, 3, 7, 1, 3, 2; Rowe, 2, 5, 2, 1, 1, 1; Rowston, 8; Smith, 5; Schlager, 3, 8; Titchener, 4, 4, 7; Wadsworth, 9; Wainwright, 5; Weber, Geo., 4, 2, 5, 3; Webber, M. V. J., 1, 1, 1, 3, 3, 1, 3; Winans, 3, 6; Wood, 1, 1, 2, 1, 2, 1; Woodside, 7, 3, 7, 2, 7, 6. In five of the races there were none of the English visitors. Of the first places, America got 8, England 27; of the seconds, America got 14, England 17; of the thirds, America got 21, England 11. Thus we have but three firsts won from the English. Rich took one of these in a handicap race from the fifty-yard mark. Rowe ran away from Engleheart in the three-mile 9.10 class race, and also beat W. A. Illston, who started from scratch with him in the mile handicap.

At the Hartford tournament the men were placed at the finish, as follows: Adams, 1.4; Bidwell, 3.3; Brooks, 4, 5, 5; Burnham, 5, 2, 2, 1; Chambers, 1, 1, 1; Cook, 3; Cripps, 2, 2, 3, 3; Engleheart, 2, 5; English, 8, 1, 1, 2; Finley, 3, 7, 3; Foster, 2; Furnivall, 1, 1, 4; Gaskell, 5.3; Hendee, 7; Howell, 1, 2, 1; Illston, John, 2; Illston, W. A., 9; Ives, 4, 2, 2, 2; James, 3; Kavanaugh, 8; Lounsbury, 4; McGarrett, 5, 1; Miller, 1, 3, 1; Neilson, 4, 3; Powell, 3, 5; Renton, 4, 2; Ripley, 1; Rowe, 4, 1, 1; Rowston, 1; Smith, 2; Titchener, 3, 6; Warner, 3; Weber, Geo., 4, 3, 2, 4, 4, 4; Webber, M. V. J., 6, 2, 2, 6; Winans, 3; Wood, 2, 1, 2; Woodside, 3, 4. The English won ten firsts out of a possible eleven, and nine seconds out of a possible eleven, Burnham being the man in every instance, to prevent them making a clean score. The fastest miles were, English, 2.44½; Furnivall, 2.48½; Wood, 2.50.

Springfield tournaments give us about everything except a phenomenal mile, by an amateur. Last year the best time made was 2.42½, by Miller, of Meriden, and this year Rowe, of Lynn, has shown us 2.41. The following were the only miles below three minutes: Wood, 2.35½, 2.39, 2.46½, 2.49½; Howell, 2.36½, 2.49½, 2.55; Rowe, 2.41, 2.42½; Rich, 2.41½, 2.48; Kluge, 2.41½; Adams, 2.42; Knapp, 2.42½; Furnivall, 2.45½, 2.46½, 2.52; W. A. Illston, 2.46, 2.57½; Ives, 2.46½; Engleheart, 2.48½; Allard, 2.49½; Cola Stone, 2.51½; Brooks, 2.52½; Chambers, 2.54½, 2.55. Englishmen, 16; Americans, 10.

The following fast miles were made in the trial heats: Renton, 2.45½; Hersey, 2.46; Kluge, 2.47; W. A. Illston, 2.47; Furnivall, 2.50½; Adams, 2.51½; Knapp, 2.52; Cripps, 2.54.

Crist and Miller made the fastest half mile for American riders, in 1.16 and 1.16½, respectively. Crist being beaten by English, by ½ second.

The following shows the machines ridden by the more prominent racing men: Columbia bicycle, Prince, Neilson, Rowe, Bidwell, Ives, Rich; Columbia

tricycle, Winans, Ives; Rudge, Howell, Chambers, Brooks, Woodside, Miller, etc.; Marriott & Cooper Humber, M. V. J. Webber; Genuine Humber, Wood, James, Furnivall, English, Cripps, and W. A. Illston; Club Safety, Allard. Kangaroo, Engleheart; Royal Mail, Burnham, Hunter, McGarrett, and Crist; Victor, Hendee, Cook, Stone; Victor tricycle, Burnham; Star, Webber, Powell; Invincible tricycle, A. G. Powell; Apollo bicycle, Rhodes, Schaaf; Quadrant tricycle, Rhodes; Genuine Humber tandem, Furnivall, English, Cripps, Lambert, Illston; Marriott & Cooper tandem, Chambers and Webber.

## NOTES.

It was the glorious climate of America that knocked the records.

Burnham made the best record as a competitor with the Englishmen.

John S. Prince was out of form. Only a few days before the tournament he had an abscess removed from his back, and he went to Springfield in a very weak condition.

Victor C. Place, formerly one of our noted fliers, was present at the races.

The Overman Wheel Company held open house under its tent once more, and welcomed all wheelmen to rest and refresh themselves.

The *Cyclist*, the BICYCLING WORLD of England, also had a tent open to all who desired to enjoy its hospitality.

W. B. Everett & Co., had a large tent in which they had an exhibit of their machines.

It rained everywhere in New England except Springfield, on Wednesday. Springfield luck.

With the accident to Hendee and Stone, went nearly all hope of a good fight with our visitors, for it threw out of the field two of the best men we have.

Hendee's fall resulted in breaking one of the bones in his left shoulder. It is feared that it will be a long time before he will be able to ride again.

The English racing men made a practice of taking their racing machines to their sleeping rooms each night, to guard against the possibility of any one tampering with them.

The project to time by electricity fell through on account of the confusion likely to arise from the register made by the little wheel. It was found an easy matter to get a register when the wheel first touched the tape; but the little wheel would also make its mark, and in a close field of riders it would be impossible to tell which registers would be by the large, and which by the small wheels.

Webber will receive a commemorative medal from the Springfield Club for riding twenty miles within the hour.

Neither fireworks nor parade this year. They were little missed.

C. W. Reed was on hand with his pencil, and made many sketches.

Furnivall retires from the track on his return, and settles down as a hard working medical student, at St. Bartholomew's College, London. Webber, we understand, will also do no more racing.

In our report of the record races, we have gone to the trouble to figure out the standing of the men, had the races been run as lap races. In nearly every instance a different result would have been reached. This goes to show that in a lap race a man cannot take one lap and loaf the rest of the way in safety, but he must keep on and make a good average.

THERE has evidently been a mistake made in locating Burnham, at the conclusion of the hour, in the twenty-mile run. We were engaged in locating M. V. J. Webber, and when the bell rang we fixed his position, which was afterwards marked by one of the judges. The positions of the other men, Burnham and Weber, we took on the word of parties on the stand. They located Geo. Weber 135 yards ahead of the twenty-mile mark, and Burnham 590 yards behind it. This position was simply impossible, for if it were the correct one, Webber, of England, must have lapped Burnham, and Weber, of America, must have been close behind him, nearly a lap ahead. Webber, of England, did not lap Burnham, and therefore the latter must have been on the course somewhere else than on the home stretch when the bell rang. He was not between the tape and Webber, and must be over the line. We have looked into this thing, and we find that every one we have asked tells us that Geo. Weber was about 150 yards ahead of Burnham on the last mile. We are convinced that a mistake was made, and that Weber and Burnham were confounded. So sure are we of this, that we do not hesitate to credit Weber with 20 miles 290 yards in the hour, and Burnham with 20 miles 135 yards. We are positive that Webber never lapped Burnham, and we know that Weber was only a short distance ahead of him.

## League Champions for 1885.

- ½ mile, — Geo. E. Weber, Springfield, Ohio, 21, July. 1.33½.  
1 mile, — Geo. M. Hendee, Buffalo, N. Y., 3 July. 2.44.  
2 miles, — W. F. Knapp, Cleveland, O., 28 Aug. 7.10.  
3 miles, — A. B. Rich, Brooklyn, N. Y., 20 June. 9.41.  
5 miles, — Wm. A. Rowe, Hartford, 3 Sept. 15.58½.  
10 miles, — E. P. Burnham, Springfield, 8 Sept. 30.24½.  
15 miles, — Geo. E. Weber, Chicago, Ill., 25 July. 51.13.  
25 miles, — Geo. E. Weber, New Haven, Conn., 8 June. 1.23.4½.  
1 mile, Tricycle, — E. P. Burnham, Buffalo, 3 July. 3.45.

## CORRENTE CALAMO

CHAS. H. METZ, of Utica, N. Y., has been reinstated as an amateur by the Racing Board.

FRANK LESLIE'S *Sunday Magazine* for November will contain a handsomely illustrated article by Rev. Prof. S. G. Barnes, Ph. D., of Iowa College, upon the recent clerical tour through Canada. It will be illustrated from photographs taken by B. J. Holcombe, the official photographer of the party.

THE Capital Bicycle Club, of Washington, made some great preparations and promises for their cycling tour East, but the affair, from a cyclist's point of view, has sadly weakened. All went well until they reached Cottage City, where they were to remain a couple of weeks; but there the young ladies proved so agreeable that the wheelmen decided to abandon all their proposed plans for visiting Portland, wheeling about Boston and Cape Ann, and to Springfield, deciding to remain in the city of pretty girls and quaint cottages during their whole vacation. What excuses they will make to their friends at home, it is hard to say.—*Globe*.

THE *Canadian Wheelman* has gone back from its semi-monthly to the monthly form. With the advent of another season, it is hoped to make the fortnightly form permanent.

THE first annual tour of Kansas City wheelmen will start Tuesday, Sept. 22, for Mound City, Kan. The boys will be out five days, and will take in Linn County fair, en route, on the 24th, the managers having offered a special prize for them to run for.

AT 3 P. M., Tuesday, Sept. 3, *Wheel Life* was selling in London, with results of first day's Hartford races. This was the earliest English paper giving results. The *Tricycle* also had the news on Friday, the 4th. *Wheeling* announced a special edition for Saturday, the 5th. The *Cyclist* came out with an extra, giving the races of both days.

Now that the Hartford and Springfield race meetings are over, let us all make our arrangements to be in Worcester at the meet of the Massachusetts division of the L. A. W., the 24th of September.

A PICNIC on the shores of Lake Quinsigamond, under the management of the Worcester-Eolus wheelmen, is bound to be a success. Let us make it the largest meet of Massachusetts wheelmen that was ever held.

THE Boston Club entertained Percy Furnivall, the English flier, and Mr. T. H. Lambert, of the London firm of Humber & Co., at their club house, on Friday evening of last week. They came to Boston direct from Springfield, arriving about 7 o'clock, and were met at the depot by President Hodges and Secretary Hodgkins, and escorted to the club house, where some fifty other members

were waiting to give them a cordial welcome. The affair was of an informal nature. During the evening, a repast was served in the billiard room, under the direction of Caterer Cook, who prepared a fine array of eatables, well set off by artistic and beautiful floral decorations. The affair was wholly informal. On Saturday, the visitors were shown about the city by President Hodges and Captain Harrison, and in the afternoon they joined an informal run of the club.

THE annual tour of the American Division of the Cyclists' Touring Club for this year is from Philadelphia to Gettysburg, on Monday, Tuesday, and Wednesday, Sept. 21, 22, and 23.

The route selected for the tour, which will be united with runs of the Philadelphia, Germantown, and Pennsylvania 'Cycling Clubs and Penn City Wheelmen, is one of the most interesting in the country, taking in as it does many historic points, and ending at the famous battle grounds of Gettysburg.

At Gettysburg the tour ends, but quite a number have signified their intention of riding down the Shenandoah Valley to Staunton, Va., a distance of one hundred and seventy-four miles.

W. L. WRIGHT, of Wheeling, W. Va., writes us: "You will perhaps remember that, only a short time since, it was against the law for a bicycle to be ridden on streets, alleys or pavements of the city. The law now reads just the opposite. The council, by proper persuasion, passed an ordinance giving us more than we asked for."

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

## Thomas Stevens and "London W."

*Editor Bicycling World:* In justice to me I trust you will print the enclosed clippings. They so completely defend me that comment is needless. The *Tricycle*, with which Mr. Wilson is connected, says, in speaking of Thomas Stevens:—

"This rider's absurd exploit having fallen rather flat as an advertising scheme, a gentleman with the appropriate appellation of 'Dodge' has fallen upon 'London W.', who very fairly described the 'hero of a hundred hair breadth 'scapes' from the noble red man, wild beasts, and other Fenimore Cooperish surroundings, as a 'cross between a bicyclist and a pedestrian.' Mr. Dodge quotes Mr. A. J. Wilson to controvert 'London W.'s' remarks. Mr. Wilson certainly did lionize the cyclist to a certain extent—he would naturally seize upon him as an 'incident'; but, putting aside Mr. Wilson, there cannot be named any leading cyclist, much less any body of cyclists, who took the slightest notice of a doubtless very estimable young man who is making a circular tour, and carrying along with him, at some discomfort to himself, a bicycle, presumably to advertise it. 'Walking Stewart' pedestrianized all over Europe and well into Asia, and Mr. Thomas Stevens may at this late period do likewise when he reaches the impassable deserts, the ferocious Kurds who have such nasty ways (hem! joke obvious); when cataracts of vast dimensions throw cold water upon his movements; when he encounters the Arab in a rabid state; when he gets near Teheran and finds the Persian ready to cast Leitchford-like aspersions upon his rides, and the Shah ready to say 'pshaw!' to his claims; when he seems likely to encounter a cer-

tain Russian general who may say, in broken English, 'komar-off that machine,' then we opine that 'T. S.' will do well to crate his trusty wheel, and, with the aid of the oldest inhabitant and a map, cook up a nice account of his perils, with a few natural touches as to the slaying of poultry, pigs, snakes, and babies by accident, and then pass on to the next port. To ride round the world on a bicycle, is an impossible feat. To tour round the world with a bicycle as part of one's *impedimenta* is not only a possible but a somewhat stupid proceeding. No, Mr. Dodge, most cyclists this side will agree with the eminently reasonable sentiments expressed by 'London W.' despite the fact that Mr. Wilson, with an eye to that unconventionality he so dearly loves, once again was unconventional, and enthused about Thomas Stevens, who will doubtless carry out his task without encountering any more serious misfortunes than an occasional cropper.

The "Octopus," in *Wheel Life*, after quoting Mr. Dodge's letter, remarks:—

As it was chiefly upon remarks made by me that "London W." founded his observations, I have just a word or two to say on this subject. I saw Stevens several times, and can safely say that a more solemn, gloomy, taciturn man, I never came across, and this was the opinion of the large majority of men who met him. He certainly had a "quiet and unpretentious bearing"; but then, when you come to think of it, so has a kitchen poker, and he was nearly as hilarious as that harmless and necessary article of commerce. A large number of men were certainly introduced to him; but I think "Faed" was the only representative man who showed him any attention, which, of course, is much to his credit, as the ordinary man found that he would sooner hob-nob with a walking funeral than with Thos. Stevens. That this was the fault of the man, and not of the English, is, I think, evidenced by the fact that the present American visitors, being good company, and gentlemen, have been received with open arms by the English, who feel that they would like to see more of them; but the fact remains that we did not take to Thos. Stevens—to any great extent—though we believe him to be a good fellow in his way. The fault lies with those who dubbed him genial.

Trusting that these opinions of Englishmen will show my reliability as a pressman, I am,

Your obedient servant,

J. S. DEAN,  
("London W.")

This correspondence must now cease. It is of little moment how Mr. Stevens was received in England, and the fact remains that he is engaged in a hazardous and plucky undertaking that will redound greatly to his credit should he succeed. It detracts in no way from his performance, that his expenses are paid by a firm who hope to get an advertisement out of the thing, and it is no more discredit to the firm to send Stevens around the world, than it was for Bennett to send Stanley to Africa, or fit out the Arctic expedition, or for the English manufacturers to send over the racing men that are now with us.—Ed.]

## Cola's Accident.

*Editor Bicycling World:* As I don't seem to be getting a square deal in regard to the collision between Hendee and myself, at Springfield, I am going to ask the favor of a little of your space to elucidate matters. The papers of Springfield all assert that "the reckless riding of Stone caused the mishap;" that Hendee had passed me and I ran into him, and that Stone, no doubt, fouled Hendee on purpose; and a lot more of such rot. Now I am generally quiet and peaceable, and can stand being knocked over in a race and having my chances of racing in any more tournaments indefinitely postponed with a calm, Christian resignation, beautiful to witness; but, when, after having wind (or rather sand



from the track) piled onto me and even *into me* in this manner, I do most decidedly kick at the attempt to "rub it in," at my expense, in the almost dirty way that the Springfield *Republican* and *Union*, and other Springfield papers have done.

The collision was first, last and entirely the fault of George M. Hendee, as everyone who saw it will testify; Weber, Burnham, Rich, Rowe, Hunter and any other witnesses who are competent to judge, will agree with me in this; that I was leading, and had the pole, and that Hendee tried to pass me on the inside, and that the header was taken simply because there was n't room enough to pass. Hendee had not passed me. His handle bar struck me as he attempted to do so. Now I am not malicious, and I have not even in my own heart accused "George" (as the Springfield papers have accused me) of causing the accident on purpose, although I would have more grounds to do so than the aforesaid Springfield papers have. I know that a man is liable to do things in the heat and excitement of a race that he would never do if he had his thoughts about him, and I think I have enough of Christian charity about me to have taken the accident as it came and said nothing about it, but hoped for better luck next time. But when, instead of offering apologies to me for the direct and inexcusable foul, I am called a "reckless rider," dare-devil, convicted pirate, horse thief, and the Lord only knows what, I humbly beg to announce that I have a different opinion to express, and I think I am safe in saying that if Mr. Hendee should come out to St. Louis, we will get even with Springfield by returning good for evil; by giving him a square deal throughout; by not trying to pass him on the inside: even if we are in a pocket, and last but not least, by *not* casting slurs at him through the daily papers.

COLA E. STONE.

St. Louis, 11 Sept., 1885.

#### Big Four Tour for 1886.

THE tour for 1886 is outlined as follows: Centre at Niagara Falls. Rail to Rochester, N. Y., thence wheel down through Western New York, *via* Canandaigua, Seneca Lake and Watkins Glen, to the Susquehanna Valley and Southern New York. Rail into New York city. Thence up Hudson River by day boat to Albany and Troy. Wheel from Troy to Saratoga. Thence rail to Lake George. Down Lakes George and Champlain by steamer to Plattsburg, N. Y. Evening train to Ogdensburg. Next morning embark on steamer down rapids of the St. Lawrence to Montreal. Thence by rail to Quebec. Thence down through Maine, along the Kennebec River, over route of the Down-East tour of 1884, to Portland. Steamer to Boston, and disperse.

About two weeks will suffice to cover this magnificent territory, and the expense will be very low.

#### Recent Patents.

The following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., Solicitor of American and Foreign Patents, 258 Washington Street, Boston:—

No. 324,826. A. Fritz, Chicago, Ill. Velocipede. For children.

No. 425,014. R. Rhodes, Jr., Nashville, Tenn. Bicycle handle. A safety handle.

No. 325,019. Thomas Shakespear, Birmingham, England. Tricycle.

No. 325,338. T. P. & I. B. Hall, Toronto, Canada. Tricycle. Rider stands.

No. 325,420. E. G. & A. C. Latta, assignees to Pope Manufacturing Company. Velocipede. A bicycle.

No. 325,548. J. O. Lase, Paterson, N. J. One-wheeled vehicle. Has no spokes nor hub. Rider sits inside.

#### Fall Meeting of the L. A. W. Officers.

THE fall meeting of the board of officers was held at the Haynes House, Springfield, on Wednesday, at 9.30 A. M. President N. M. Beckwith called the meeting to order at ten o'clock and, having a cold, invited Vice-President Terry to preside, thirty-five officers, including nine consuls, being present. Secretary E. M. Aaron stated that nine names had not been read because of failure to make a renewal of membership threw them off the list. Ex-President C. E. Pratt, of Boston, who was one of the members, made a statement of his case. By mistake, his \$1.00 annual fee had not been sent in with that of the Massachusetts club. Not being fully posted on the new rules, he had sent it in turn to the secretary of the League, only to be told that the treasurer was the man who should receive it. In view of these facts, Secretary-Editor Aaron, of the *L. A. W. Bulletin*, was empowered to send annual slips to each member, stating the amount of his dues, when and to whom they were payable. Treasurer F. P. Kendall reported a balance from 1884 of \$947.85; other receipts, \$3,310.73; total, \$4318.68; expenditures, \$1,860.02; balance, \$2,458.66. Secretary-Editor Aaron read a succinct, suggestive report. He said that eighty letters a day on League business was his average mail, which was daily increased to 110 by letters foreign to his regular League work, some of which was due to the negligence of state consuls. The volume of this correspondence was so great that, taken in connection with his other work, he was conducting his office at a loss to himself, having to use his salary for expenses. He did not ask for an increased compensation, but would suggest that his successor be a competent and well-paid servant of the League. The work of editing the *League Bulletin* has been very arduous, as much of the correspondence has to be rewritten before it is fit to use. He suggested the adoption of a scheme for life membership as a means toward getting a sinking fund. Some state divisions have neglected to

hold their regular annual meetings, and thus failed to appoint a secretary-treasurer in accordance with the new rules. It is impossible now for the League secretary to settle with the division officers while they are two men. The membership roll now shows a total of 7,111 names. The delinquents who have settled since April 1, are 1,697. The renewals are 3,008; there are 297 applicants whose names are still pending. So that there are 5,002 members now in good standing. Taking into account all renewals and expirations under course of consideration, the total membership is about 5,200.

The treasurer, F. P. Kendall, submitted a partial report showing the condition of the League treasury at the present time. He mentioned the case of the New York division, with whom it is impossible to get a settlement, and asked the League to instruct him as to the disposition of funds in his hands due the division pending the reception of money due from them. This subject produced some discussion.

It was stated that the whole matter would be fixed at the meeting of the State division the following Saturday.

Mr. Terry thought no further delay should be made. He had held the office of treasurer for two years, and during that time it had been impossible to get a settlement with the New York division. The Board does not meet for six months and we cannot afford to go longer without adjusting this thing.

Mr. Aaron called the attention of the Board to the fact that, an investigating committee had inquired into this thing and had recommended that the secretary of the division be asked to resign. This he has not done and consequently, no change has been made in the management of affairs.

It was voted to give the New York division fifteen days in which to settle their accounts, and in default thereof, the treasurer was authorized to balance the books of the League with money due the New York division.

The secretary read a communication from the Massachusetts division, stating its belief that the time after the spring meeting before the day of the annual tournament was not enough for a state division to arrange thoroughly a successful tournament, and requesting that if the League thought of holding its tournament in this State, it make its intention known now, that preparations may be perfected. After considerable discussion, it was decided by a vote of thirteen to eight, to accept the invitation of the Massachusetts division to hold the annual meet in this State next year.

Considerable discussion arose over a proposition to extend the time for delinquent members. Mr. Terry decided that the Board had no power to change rules or constitution without due notice had been given. Mr. Pratt said he still considered himself a member of the League. The rules allow till next March before a

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

member is dropped. A member does not cease to be a member by failing to pay his dues. The dues become a debt which can be recovered at law.

Mr. Terry ruled that according to the rules of the League, Mr. Pratt was no longer a member. Going back to the adoption of the new rules in February, their consequent publication in April and the later publication in the *Bulletin* of the old rules, he contended that the constitution did not declare in any rule that he had ceased to be a member. The new rules said that he was not called to pay this fee until January, 1886, and could not be dropped as a delinquent before March of next year, assuming all the time that the new rules applied to the short year. By the testimony of several officers, it was shown that the Board recorded by their vote last February, the fact that in changing the opening of the official year, the old rules were made to apply to the intervening short year. President Beckwith courteously assured Mr. Pratt that he would be given his old League number on returning to membership.

Mr. Pratt said he considered himself as a member and should not apply for readmission. Mr. Terry said he was glad that this case was one in which was interested a man who was in past years very active in the League and an ex-president, because the action of the body would be all the more forcible.

Consul Kirkpatrick said he wished once more to bring up the maker's amateur question. It had been talked to death in the papers, and he was convinced that they could not be put into the professional ranks. He suggested the adoption of a good system of classification. No racing meet should be held without the consent of the racing board. At each meet sanctioned in this way, the official scorers should send to the racing board complete scores made. From these the official handicapper should class each man in the field on the scale of a mile record and that all races should be run as class races. Thus the maker's amateur should be kept from swooping down on a meeting and taking everything. We cannot get rid of the maker's amateur, but we can take the advertising value out of him.

Chairman Bassett, of the racing board, said that the Board had been considering this question for some time. Dr. N. P. Tyler had been selected as official handicapper, and at Mr. Bassett's request, he had promised to report at an early date

some system of handicapping which would cover all points at issue. We shall do what we can to arrange a systematic classification of men. The plan of sanctioned races was tried several years by the Board and it was given up as a needless piece of red tape. To carry out such a system as Mr. Kirkpatrick suggests will take all the time of one or two men, and salaried officers will have to be employed. The scheme is practicable, but it will take a deal of time.

It was voted that Consul Kirkpatrick's suggestions be submitted to the racing board.

This amendment to Article 3, of the constitution, proposed by Secretary Aaron, will be submitted to a mail vote of the League before the spring meet in February:—

If the applicant or any other person desires to become a life member of the League of American Wheelmen, he shall, with the approval of the membership committee and the payment of \$10, become such a member, entitled to all the privileges, and subject to all liabilities of other members.

The officers decided that the list of renewals should be published in the *L. A. W. Bulletin*; that the consuls of the state divisions which had not held their annual meeting this year should appoint a secretary-treasurer, in place of the two officers who now exist and make a settlement with the League secretary a difficult matter.

Adjourned.

#### Headquarters, Worcester - Æolus Wheelmen.

THE Massachusetts division of the L. A. W. will hold its fall meet at Worcester, 24 September, under the management of the Worcester-Æolus Wheelmen.

The members of your club, whether League men or not, are cordially invited to be present and participate in the festivities of the occasion.

The general plan of entertainment will be the same as followed in the meets at Worcester in 1880-1-2, with the important exception that there will be no parade, races or show. It is hoped that this opportunity for social good fellowship will be sufficient to attract you to respond fully and unanimously.

The Union Station will be headquarters, and members of the reception committee will be in attendance until 12.15 P. M., to

escort visitors to Lincoln Park at Lake Quinsigamond.

Come with your wheels, as special railroad facilities for their transportation are assured.

Dinner will be served at 1 P. M., and extra good fare may be expected, after which the company will enjoy every opportunity for wheeling, rowing, sailing, and all out-door sports, until it may be necessary for a reluctant parting, homeward bound. (Full moon on the 24th.)

To meet the expenses of dinner and general outlay, the division officers of the L. A. W. will assess each participant 75 cents.

Please inform the secretary at your earliest convenience of the number from your club (other than Massachusetts Division League men, who have already received invitations from the division officers), expecting to be present.

Yours very truly,

F. W. BLACKER, *President*.

E. F. TOLMAN, *Captain*.

E. F. BISCO,

H. P. MURRAY,

LINCOLN HOLLAND, *Sec'y*,

195 Front St.,

*Club Committee.*

The Worcester-Æolus Wheelmen have sent out the above invitation to all the clubs in Massachusetts, so far as they have been able to obtain their names. Should any club have failed to receive an invitation, let them consider this as one, and advise the secretary of the Worcester-Æolus Wheelmen of the number they will probably bring. A first-class caterer has been secured, and the dinner will be fully equal to those served at Worcester in past years. A grand good time is expected.

WORCESTER, 14 September, 1885.

#### Down East Reunion.

THOSE who had joined in the three Down East cycling tours, "Down East" tour, 1883, Kennebec tour, 1884, and Moosehead-Bar Harbor, this year, twenty-five cyclists in all, had their first reunion, and sat down to a choice supper at Barr's, Springfield, on Wednesday night, and with story, reminiscence and joke lived over again those much-enjoyed days. The reunion was pleasant and delightful, and the toast-master had witty speeches from these willing victims:—

F. A. Elwell, "Our Party." J. L. Crosby, "What Bangor thinks of our party." F. P. Kendall, "Raymond ex-



**"I ride the RUDGE because I KNOW it is the fastest bicycle made."**

**R. HOWELL,**

**CHAMPION BICYCLIST OF THE WORLD.**

cursionists at Moosehead." C. A. Hazlett, "What I know about pioneer bicycling." W. C. Marsh, "What I learned about amateur photography." J. G. Carney, "The ladies of Dexter." F. H. Johnson, "My pipe and I." R. L. Stewart, "Our moonlight sail on the Penobscot." G. R. McAuslan, "My experience with a cow-bell." F. H. Messer, "Why are we noisy?" J. W. McAuslan, "Our patron saint, G. W." D. E. Miller, "Headers vs. Accident insurance company." H. E. Ducker, "The Massachusetts division L. A. W." C. A. Fisk, "What we missed who didn't go." F. E. Hawkes, "Where we did go instead." Sanford Lawton, "The ladies of Bangor."

#### MANUFACTURE.

The Cyclone tricycle, in two forms, was shown at Springfield. It was not put on the track, but wheelmen were allowed to use it on the road. The Boston Wheel Company will commence to manufacture the machines at once, and they hope to have them on the market next season. The machine works with clutch and lever, and can be geared up or down with ease.

The Overman Wheel Company showed an improved Victor tricycle at Springfield. It is built on the same lines as the present Victor, but has Warwick rims, tangent spokes, a new push-lever brake, Bown's differential gear, and the swing spring saddle, such as is used on the Victor bicycle. A new ball-bearing pedal, with square rubbers, caught our eye, and struck us as being one of the prettiest tricycle pedals we ever saw.

The coming machine is said to be a tandem bicycle. It is made on the lines of the Kangaroo; but the fork, instead of going up straight from the axle, is branched like a Y, and there is a seat for a rider at the top of each branch. Each rider has cranks, connecting by a chain with the sprocket wheel on the axle. In this way, there can be had a machine but seven pounds heavier than the single; and under the driving power of two men, it is expected that a great speed can be obtained.

A new bicycle was ridden at the Springfield meeting, which excited no little attention. It was invented by Messrs. Yost and McCune of Chicopee. The principle feature of the bicycle is the clutch mechanism working with a lever back of the centre, and directly under the rider's body, carrying him so far back

from the centre, that he really rides a Safety machine. It will admit of any gearing that the rider may desire, and the change can be made without any trouble. The motion in propulsion is the same as in the Star. The wheel can be moved with one or both feet. The bicycle differs little in appearance from the crank machine, retaining the beauty of the latter, with the movement of the Star. The spokes are fastened with a newly patented nipple that cannot loosen, being locked in position. One of the handle bars is squared, and the other is clamped on to the head. The tire is flat and the spokes are tangent laced. The hind wheel of the road machine will be larger than the ordinary small wheel, to facilitate easier riding. The backbone is therefore shorter and stiffer than the ordinary crank backbone. The weight will be about 1½ pounds greater than the crank machine of a corresponding size. The inventors claim greater ease and more speed for their new idea.

FREEMAN LILLIBRIDGE has made important changes in his saddle, which are fully shown in the cut used in his advertisement. This saddle has always been popular, and as it is now made, it will undoubtedly gain favor from new riders.

MR. R. P. SCOTT, of the Scott Manufacturing Company, Baltimore, U. S. A., has, with the assistance of his brother, C. S. Scott, just finished and put on exhibition in High Street, Coventry, one of their "Safeties," having completed the "Roadster" some time since. They claim the following points of superiority in brief: 1. The rider is directly over the work. 2. No dead centres. 3. Complete rest of legs on down grade. 4. Least unnecessary motion of legs at all times. 5. Weight on front wheel when at work. 6. Weight more on hind wheel when resting entirely in the saddle. 7. Increased safety. 8. Ease of learning. 9. Ease of mounting. 10. Ease of dismounting. 11. No danger of feet being thrown from pedals on fast motion. 12. Very narrow tread. 13. No tendency to slip sideways more than in a crank. 14. Adjustment to any speed or power by shifting chain hook from one hole to another on the treadle. 15. Adjustment to any length of leg by simply shifting chain on drum. 16. Increased steering power. 17. No possibility of slack chains. 18. Less weight for equal strength (in safety). 19. Less strain on the arms in steering, as pressure is "vertical." 20. Less weight on saddle, hence less discomfort from

that quarter. As a result, they claim much less waste of power than ordinarily; hence they say they have been enabled to mount Hill Top, Coventry, Stoneleigh Abbey Hill, and others with comparative ease, and at the same time make good speed on the track. — *Cyclist*.

T. J. KIRKPATRICK has sold his rights in the hygienic saddle to the Pope Manufacturing Company.

#### RACING NEWS.

TROY, N. Y., 3 September. — Races under the auspices of the Troy Club, at Island Park.

*One Mile, Novice.* — Geo. B. Darling (1), 3.35; H. P. Cole (2), 4.35½; Paul Bigelow (3); J. R. Knowlson (4).

*Half Mile, Club.* — A. P. Dunn (1), 1.36; A. F. Edmans (2), 1.36½.

*One Mile, Tricycle.* — Clarence Howland (1), 3.54; R. Bestle (2), 4.47½; J. G. Burch, Jr. (3).

*Five Mile, Club.* — A. P. Dunn (1), 19.12; James O. Wood (2), 19.25.

*One Mile.* — J. H. Rhuebottom (1), 3.09; H. L. Burdick (2), 3.10½; C. Howland (3), 3.20.

*Two Mile, County Championship.* — T. B. Collins (1), 7.11; W. J. Wyley (2), 7.15½; Geo. B. Friday (3), 7.16.

*One Mile, Hands Off.* — J. R. Rhuebottom (1), 3.25; A. F. Edmans (2), 3.25½; H. L. Burdick (3), 3.27.

*Three Mile, Record.* — J. R. Rhuebottom (1), 11.01½; H. L. Burdick (2), 11.02; C. Howland (3).

*Slow Race.* — A. F. Edmans (1); J. G. Burch (2).

*One Mile, Consolation.* — W. J. Wyley (1), 3.24; J. A. Wood (2), 3.25½.

BROOKLYN, N. Y., 12 September. — The third annual meeting of the New York State division, took place this day. The names of nearly 400 visitors were registered on the visitors' book, at the rooms of the Kings County Club, in Clymer street. At 10 A. M. fully 300 men were ranged beside their wheels in Bedford avenue at Division street. They were made up in three divisions, all in command of Chief Consul Edward F. Hill, of Peekskill. In the first division, commanded by Edward Pertier and Thomas Crichton, were the clubs whose members are members of the League. The second division, commanded by Charles Schwalbach and F. N. Douglas, was composed of clubs which do not be-

**"We Ride COLUMBIAS because they have withstood the Severe Test of 8 years upon the Roads."**

**OVER ONE HALF OF THE WHEELMEN IN AMERICA.**

long to the League, and the third division, commanded by F. B. Jones and F. L. Donaldson, consisted of those who do not belong to any club.

The races took place at the grounds of the Williamsburgh Athletic Club at 3 P. M.

*One Mile, Novice.* — W. D. Edwards (1), 3.16½; Geo. S. McDonald (2), by 50 yards.

*One Mile.* — First heat won by C. F. Haven, in 3.3; second heat won by A. B. Rich, in 3.7. Final: W. A. Illston (1), 3.3; A. B. Rich (2).

*One Mile, Tricycle, State Championship.* — H. H. Stutts (1), 3.45½; H. J. Hall, Jr. (2); W. R. Pitman (3).

*Half Mile, State Championship.* — A. B. Rich (1), 1.31; P. M. Harris (2).

*Two Mile Handicap.* — C. E. Kluge, 20 yards (1), 6.13½; D. H. Renton, 30 yards (2).

*One Mile.* — A. B. Rich (1), 3.20½; D. H. Renton (2).

*Three Mile Handicap.* — C. E. Kluge, 50 yards (1) 9.48½; P. M. Harris, 75 yards (2).

*Five Mile, State Championship.* — A. B. Rich (1), 17.10½; D. H. Renton (2).

After the races, supper was served in the rooms of the Kings County Wheelmen, in Clymer street, Williamsburg.

A TRICYCLE race at the reservoir, between Messrs. H. R. Robinson, T. H. Lambert, and "Papa," Huston, of the Boston Club, is now on the tapis. If it comes off it will be the affair of the season.

THE Pentucket Wheel Club, of Haverhill, will hold its first annual race meeting on Saturday, Sept. 26, at Kenoza Park, Haverhill. The programme comprises two-mile novice, three-mile lap, one-mile club, one-mile open, one-mile tricycle. Entries close at 10 A. M., Sept. 26. Races called at 3 P. M.

THE Wanderers' Bicycle Club, of Toronto, Ont., has been presented by Harry W. Beatty with a silver cup, standing twenty-six inches high, and valued at \$50. It is offered as a challenge prize in a five-mile handicap for members only, and must be won three times before becoming personal property.

T. FANE & Co., of Toronto, Ont., announce a fifty-mile bicycle race, at the Rosedale Athletic Grounds, Wednesday, 16 September, 1885, open to riders of the Invincible Club and Comet bicycles. The prizes will be: First, \$120 bicycle

and \$20 medal; second, \$10 silver watch; third, \$20 silver cup; fourth, pair ball pedals; fifth, *multum in parvo* bag; sixth, long distance saddle.

THE sixteenth meet and third annual race meeting of the League of Essex County Wheelmen, to be held at the Danvers Trotting Park, 19 September, promises to be very largely attended. The events and prizes are as follows: Mile race, \$15 stop watch and \$5 cyclometer; three-mile race, members only, \$15 opera glass, \$5 pair of cycling shoes; half mile, \$10 Butcher cyclometer, \$5 bicycle lamp; two-mile handicap, \$15 smoking set, \$5 Lamson cyclometer; mile league championship, members only, \$25 gold medal; five miles, \$25 silver cup, \$10 pair ball pedals, \$5 saddle; tug-of-war race, open to county clubs, three men from each club; prize, set of colors.

THE Monmouth wheelmen of Red Bank, N. J., held a fifty-mile road race, on 3 September, a straight stretch of six and a quarter miles being ridden over eight times. The prizes consisted of three gold medals. The riders started at minute intervals, so as not to interfere with each other. Coleman passed Rockwell, William Mount and McDermott on the first round, and held the lead for thirty miles, when he was taken with cramps from drinking too much cold water, and was forced to withdraw. John Mount then took the lead and held it until the last round, when Bergen, who had started last, but who had been steadily gaining, made an extra effort, took the lead, and won the race; John Mount second, Frick, third. Time, 3:51.45.

If the St. Louis Ramblers carry out their race meeting in the style that they go to work on their programme, it will be a grand affair. The programme is a gem in itself, and gives, besides all particulars of the meeting, a short sketch of St. Louis. Full particulars of the meet will be found in our advertising columns.

THE Canton (Ohio) Club will hold races 30 September, in connection with the Stark County Fair. The programme will consist of a grand parade of bicycles and tricycles through the city to the fair grounds in the morning. The races will be contested in the afternoon, on a half mile clay track. They will be No. 1 half mile novice race. No. 2, one mile dash; No. 3, five mile race, open to all amateurs; No. 4, three mile race; No. 5, boys' race, open to boys under sixteen

years of age. The entry fee will be fifty cents for each event. Entries to be made to Jos. A. Meyer, Jr., No. 37 North Market street, Canton, Ohio, before 11 A. M. on the day of the meet.

At the Brockton Agricultural Fair, to be held the 7, 8, and 9 October, there will be two bicycle races. At 11.15 A. M. of the 7th, there will be a one-mile race, two in three, for prizes valued at \$15 and \$10. At 11.15 A. M. of the 9th, the Plymouth County championship bicycle race will take place, for the gold medal valued at \$75, now held by Herbert Carr. Carr is debarred from riding this race again, being a professional.

THE Ramblers' Bicycle Club, of New Haven, will hold a tournament 23 September. The members are making extensive preparations for the meet, and expect a big success. The programme is as follows: Half mile, amateur, bicycle (open); one mile, tricycle (open); one mile, exhibition, by R. Howell; one mile, amateur, bicycle (open); one mile, amateur, Safety (open); three mile amateur, bicycle (open); one mile exhibition, tricycle, R. Howell; five mile, amateur, bicycle (open); one mile, amateur, bicycle, Ramblers only.

#### WHEEL CLUB DOINGS

THE members of the Peabody Bicycle Club expect a good time at their annual dance and entertainment at the skating rink, Thursday evening, 24 September. A special invitation is extended wheelmen to attend.

THE Maverick Wheel Club, of East Boston, has accepted the invitation of the Nonantum Cycling Club, of Newtonville, to attend the first anniversary of the latter, to be held Thursday evening, 17 September.

THE Orange Wanderers will give an invitation Chinese lantern parade, on 17 September, for which some five hundred invitations have been extended. They will also hold their annual ten-mile handicap on 19 September.

NASHVILLE (Tenn.) CLUB. — Election of officers, 8 September. Ed. D. Fisher, president; James S. Ross, vice-president;



J. P. Osborn, secretary and treasurer; A. J. Dyas, captain; J. Gibson, first lieutenant; R. Vanderford, second lieutenant; E. A. Coles, bugler; J. B. Burdette, standard bearer; A. E. Howell, Thos. Murrah, on club committee.

### FIXTURES

- 19 September:  
Races at Toronto, Canada.  
Races of L. E. C. W., at Danvers, Mass.
- 21 September:  
Professional races at Washington, D. C.
- 22 September:  
Races of Providence Club.  
Minnesota Division meet at Minneapolis, Minn.
- 23 September:  
Annual meet of the Albany Club at Island Park.  
Races of Ramblers of New Haven.
- 24 September:  
Meet of Massachusetts Division at Worcester.
- 25 September:  
Races of Colorado Wheel Club.
- 25 and 26 September:  
Tournament of Ramblers, St. Louis, Mo.
- 26 September:  
Road race of Massachusetts Club.  
Races at Haverhill, Mass.
- 30 September:  
Races at Canton, Ohio.
- 6 October:  
Races at New Castle, Penn.
- 9 and 10 October:  
Tournament of Omaha (Neb.) Wheel Club.
- 16 and 17 October:  
Division races at Chicago, Ill.

### TO CORRESPONDENTS

POLLY. Newburyport turnpike near Everett. Sign your name next time.

S. A. BOYLE. See issue 7 August, page 328.

J. S. SAUNDERS. Received report. Thanks. Your name should have been signed.

H. E. C. Road races do not give records.

M. N. F. It does not make him a professional. It was not an athletic contest.

F. E. If he has a record of 3-10, he has no right in a 3-20 class, even if it has been made since his entry.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—One 50-inch nickel-plated, ball bearing Standard Columbia; in fine order; cost \$125; will sell for \$50. Address B., Lock Box 16, North Attleboro, Mass.

**FOR SALE.**—One 54-inch Rudge Light Roadster; good as new; spokes and felloes enameled, balance nickel-plated; Kirkpatrick saddle; rubber handles; Butler cyclometer; Overman hub lamp; other extras; \$125; owner wants tricycle. Address A., care Letter Carrier No. 31, Cleveland, Ohio.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR**  
large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—\$100 will buy a 51-inch 2-3 nickel Special Star; new in July; has silent ratchet, dropped bars, and all latest features; good as new; lists \$175. Also \$125, 62-inch Facile, in A1 order, for \$70. Address, BICYCLE, Lock Box 216, Aurora, Ill.

**FOR SALE.**—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

## GRAND BICYCLE TOURNAMENT

*Under the auspices of the*

Providence Bicycle Club,

AT

Narragansett Park, Providence, R. I.,

TUESDAY, SEPT. 22, 1885.

Races called promptly at 2.30 P. M.

*The Prizes will amount to \$500,  
a list of which will be  
printed soon.*

### EVENTS.

1. One Mile Open, Amateur.
2. Two Mile Open, Amateur, Tricycle.
3. For Boys under 12 Years of Age, 1-2 Mile.
4. Three Mile Lap Race Open, Amateur.
5. One Mile (Championship of R. I.), Amateur.
6. Two Mile Open, Professional.  
\$50 to the first, \$35 to the second, \$15 to the third.
7. One Mile College Championship for New England, Amateur.
8. Half Mile Open, Tricycle, Amateur.
9. One Mile Championship of the Prov. Bi. Club.
10. Half Mile Open (without hands), Amateur.
11. One Mile (for "Stars" only), Amateur.
12. One Mile (Consolation), Amateur.

All entries should be made with GEO. R. MCAUSLAN, P. O. Box 1046, Providence, R. I.

Entrance fee \$1.00, except in boys' race, for which it is 50 cents.

Entries close Saturday, Sept. 12, 1885.

Races under the rules of the L. A. W.

N. B.—Should it storm on the day appointed, the races will be run the next fair day.

Athletic Park, Washington, D. C.

COMMENCING

Monday, Sept. 21st,

PROFESSIONAL

International Handicap.

ONE MILE HEATS.

PURSE \$500 IN GOLD.

1st Prize	-	-	-	\$250.00
2d "	-	-	-	100.00
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5th "	-	-	-	25.00

Entries limited to Twelve Men.

### RULES and REGULATIONS.

1st. Each man to run two heats each day, each heat against a different rider, until he has competed against all the men entered.

2d. The winner of the greatest number of heats to receive first prize; second number of heats, second prize, etc.

3d. All entries to close on Monday, Sept. 7, at 12 M. An entrance fee of \$1.00 must accompany each entry, and should be addressed to

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SECOND DAY—September 26, 1885.

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THIRD PRIZE—Solid Silver Napkin Ring.

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SECOND PRIZE—Card Receiver, Gold Repoussé Work, with Bicycle Ornament in Oxidized Silver.  
THIRD PRIZE—Butter Dish in Silver Repoussé Work.

### 4. Three Mile—Bicycle. . . . . Amateur.

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SECOND PRIZE—Silver Ice Pitcher, Japanese Chased.  
THIRD PRIZE—Watch Charm, Gold Mounted Compass.

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SECOND PRIZE—Nut Bowl in Rich Appliqué Work.  
THIRD PRIZE—Pair Ball Pedals.

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FIRST PRIZE—Water Set, Silver Appliqué.  
SECOND PRIZE—Jewel Case, Gold and Oxidized Silver.  
THIRD PRIZE—Silver Goblet, in Gold Decorated Repoussé Work.

### 9. One Mile—Handicap. . . . . Amateur.

FIRST PRIZE—Epergne, Silver, Ornamented with Gold and Neillo Work.  
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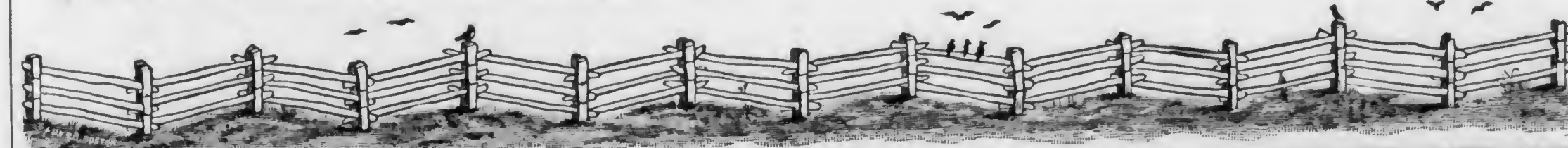
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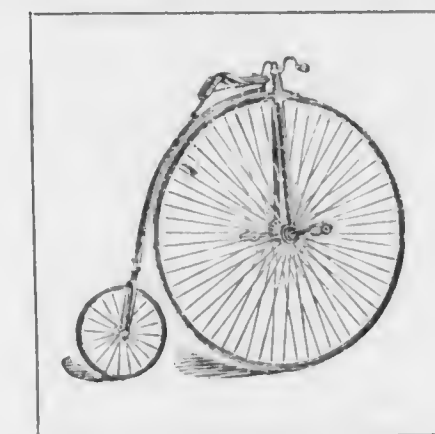
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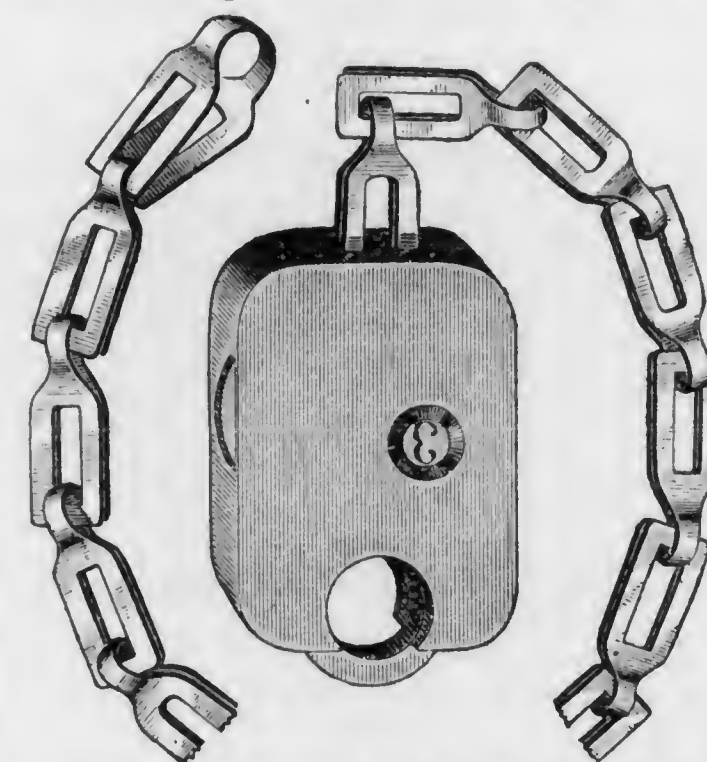
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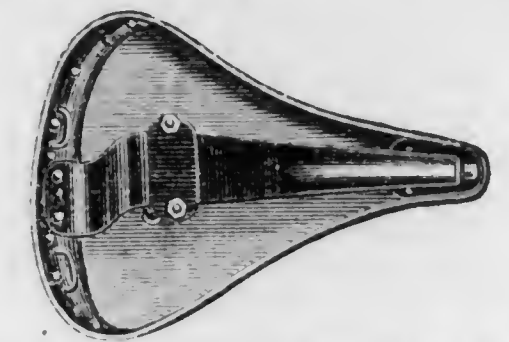
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 25 SEPT., 1885.

THE hour record of E. P. Burnham, at Springfield, is still in doubt. We gave him the record last week on the strength of measurements made at the conclusion of the races, when the place where Burnham was located was pointed out to us at a point some one hundred and fifty yards ahead of the place where Weber stopped. When we looked at the matter afterwards, in the light of our knowledge of the relative positions of Weber and Burnham during the latter part of the race, we saw that the condition of things was impossible, for it placed Burnham one hundred and fifty yards ahead of Weber, and we knew that he was about that much behind. Now come the same men who told us that Burnham was two hundred and ninety yards ahead of the

mark and say that he was behind it, on the opposite side of the track. The new theory is as follows: After the twenty miles were up, English Webber rode another lap by mistake, and the other contestants also continued. The officials tried to stop them, and American Weber was the only one that understood it, and dismounted opposite his dressing tent, so that Burnham passed him while he was slowing up. The mistake was, therefore, not of placing men at finish, but of their riding too much, and when they were stopped, they had ridden over their time, and nearly twenty-one miles. As we stated last week, we were engaged in locating English Webber, and we have not the remotest idea where Burnham or American Weber were. We have, however, set on foot an investigation, and we propose to find out just where Mr. Burnham was. With no prejudice for or against the theory we have set up, we shall stand by the decision of the race officials, who are the authority in this matter.

OUR contemporaries are making loud claims for credit, which they ask for enterprise shown in getting out early reports of the Springfield and Hartford races. We make no claim to speed, at the expense of accuracy. For an accurate presentation of the facts, we are willing to place our report by the side of those that were gotten out in a hurry. It is sheer folly for a weekly to endeavor to beat the metropolitan daily press in getting out reports of race meetings. Equipped, as this paper is, with all necessary machinery for getting out a weekly paper, it is simply impossible to outdo the *Herald* and *Globe* in the matter of speedy work. Readers do not look to the weekly press for the first news. It is the province of such papers as ours to give accurate reports of permanent value. The *Bulletin* claims that it had its account of the Springfield races in circulation twenty-four hours after the last race. So far as Boston is concerned, there is little enterprise in that, for at that time the news might as well have been a week old. The Boston *Globe* had its account of the races on the street ten hours after the close of the races each day, and the report was fuller, and as accurate as that published by the *Bulletin*.

THE protest against Weber and Whitaker has been dismissed by the Racing Board. Those who protested the

riders said, in effect, to the Racing Board, "These men are guilty, and we want you to prove them so." They simply protested the men, and laid before the board not a scrap of evidence of any kind. Some people have very queer ideas regarding the powers and duties of the board.

TALKING with one of the English riders the other day, we were told that he was surprised to see so many protests entered to the officials. "We seldom protest a man on our side of the water," said he; "we ride as fairly as we can, and in case a man fouls us, we lay it to accident and let it go." This little bit of criticism is not altogether undeserved.

A CURIOUS feature of these heats was, that instead of allowing so many of the leading men to ride in final, they had it, four first, and the fifth man in the fastest heat. If this arrangement has any special virtue, we would be happy to make it known to an interrogating world. — *Cyclist and Athlete*.

THE writer of the above claims to have studied bicycle racing from its birth, and yet he is ignorant of the fact that in all heat racing the fastest heat is allowed an extra man. When riders are drawn for heats, it often happens that the best men get into one heat, and that heat will surely be the fastest. The object of the heat system is to weed out the poor riders. In nine cases in ten, where four men are taken from the heats, the fifth man in the fastest will make better time than the fourth man in the slowest. Where the leader only is taken, the second man in the fastest heat always enters the final. We hope that our friend will benefit by this lesson, and if he ever has charge of a race meeting, we shall expect to see him give an advantage to the fastest heat, not only as a reward of merit, but with the idea of getting the fastest men for the final. We make no charge for the lesson.

The Trade in England.

[From our Regular Correspondent.]

BUSINESS continues good with houses that keep up to the times, although several firms complain of the badness of trade. When a maker sends out tricycles with untuned axles, which give a perceptible wobble to their wheels, and with other similar bits of scamped work, he cannot be surprised if trade does fall off.

"Records" continue to be the chief point upon which advertisers rely for recommendation of their wares. One firm, whose machines never are known to win races in this country, have taken to



giving forth the startling announcement that a rider of their tricycle won prizes to the value of £72! To do this, he had to go to Holland, where cycle racing is practically an unknown art. The records committee of the National Cyclists Union has published a table of the best accredited performances claimed by cyclists up to the present; but there is some dissatisfaction expressed at the presence of a maker's employé—namely, M. D. Rucker, who is now Humber & Co.'s, London manager—on this committee; inasmuch as Humber & Co. are the widest advertisers of the records made on their machines—said advertisements being actually drawn up by the hand of M. D. Rucker, it is justly considered that Mr. Rucker cannot be an unbiased critic, however unimpeachable his integrity may be.

The awards of the jurors in the cycling department of the invention's exhibition, are published, and have created pleasurable surprise, being vastly more discriminating than had been expected. Gold medals go to the Coventry Machinists Company, Hillman, Herbert & Cooper, Humber & Co., and the Surrey Machinists Co., for cycles generally, and to the Crypto Cycle Company for the "Crypto Dynamic" two-speed gear; also to the St. George's Engineering Company, for bicycles only, the New Rapid being the machine, and its rigid wheel the specialty. Silver medals are given to Ellis & Co. for the Facile safety bicycle, the Otto Company for the Otto bicycle; Starren & Co. for telescopic tricycles; and to Marriott & Cooper, and Rudge & Co., for cycles generally. Bronze medals are awarded to the Birmingham Small Arms Company, in respect of the "B. S. A." Safety bicycle; to Madame Brownjohn for a lady's tricycling dress; Challis Bros. for belts; J. Harrison for fittings, generally; Hickling & Co. for cycles generally; H. Tandy for a tricycle; Rev. J. M. G. Taylor for the Oarsman tricycle; J. Salisbury for lamps; Starley & Sutton for the Coventry Chair; D. G. Weston (the originator of the central-gear front steerers) for the central-gear tricycle, and to R. Winder for a saddle. Singer & Co. withdrew their exhibit from competition for medals, and with the exception of Tandy and Taylor, the recipients of medals are very wisely selected. Tandy's machine is a mere fad of no practical value, and Taylor's Oarsman is altogether wrong-headed, having less speed than a foot tricycle, and less comfort than a boat.

The hundred miles road-race on Rover safety bicycles has been deferred to an unspecified date at the end of this month, in preparation for which a number of fast riders are training. George Smith, who won the Kangaroo race last year, is reported to have beaten his own record by a long way, on the Rover, although the roads are not in such good condition. Since it was first introduced the machine has undergone some material alterations, the most noticeable being the front fork;

which is now very much raked back so that the original vertical steering-post and bridle rods are not now required, the forks going direct to the rear handles. The front wheel of this machine—speaking from memory—is about thirty-six inches in diameter, and the rear wheel is about thirty inches,—possibly less. The rear wheel is driven by a single chain which gears it up to any extent, and the rider is seated nearly over the rear wheel, so that it is impossible for him to go a header. The treadles are close to the rear wheel, so that the action is very vertical, and in fact the rider can if he likes, adjust his saddle so as to be in front of his work, and yet not endanger his stability. It is a wonderfully fast machine up hill and down, and can be safely let fly, because the break cannot cause a header. Having no very small wheel, there is no jolting; and the Rover shows less tendency to slip sidewise, on greasy roads, than any other Safety, doubtless owing to its having but one chain and no very small wheel. Under these circumstances, fast performances may be looked for in the coming race, with the resulting popularity for the machine during next year. There are several combination tires in the market; but they appear not to be in the hands of people who understand the cycling trade, the factors apparently expecting riders to go to them and buy tires, without any guarantee of their value, and without being asked. One of these patented tires is composed of part vulcanite and part soft rubber; and another is moulded with slits to fit into a specially turned-over felloe; but of all such things we remain in total ignorance.

Lamplugh & Brown's latest saddle is indeed a triumph. It combines the good points of the rubber-cushioned "Buffer" saddle, with tension adjustment, and the capacity of being stripped off in a moment. In place of an iron plate, the frame is formed of two tubes, one running fore-and-aft, the other curved round at the back. The leather part is bifurcated, and hooked over the tubular frame so that the rider can in a moment unhook it and fold the leather up for his pocket, when leaving the machine. By joining the two tubes with a hinge instead of a fixed joint, too, a rolling or rocking motion is imparted, which assists in decreasing the pressure on the rider's thighs. Unlike many other novel saddles, the new buffer is a popular success, and big business is being done with it.

In connection with the attachment of saddles to springs, two little patents are being placed on the market. One is Starley's saddle tilt, the other Snell & Brown's saddle tip. The former is designed to enable a rider to rigidly fix his saddle on the spring at any desired pitch, forward or backward,—a good but rather too highly-priced an idea. The latter is practically a hinge, which enables a bicyclist to tip his saddle backward when mounting or a tricyclist to tip his saddle forward when getting on from the front;

it will be useful, perhaps, to riders of very high bicycles, and also to lady tricyclists.

Your Mr. Hodges and his friends prevailed upon Lloyd Brothers to make them a fine tandem tricycle; but the Quadrant firm are too busy as yet to place the machine fairly on the market; so that your countrymen have the unique pleasure of possessing an English made tricycle, of which there is no counterpart in this country. The machine will be brought out during the coming winter, when the Quadrant factory has been enlarged sufficiently to accommodate the increased plant.

Humber & Co. are about to manufacture the double-dwarf bicycle, patented here and in America by M. D. Rucker. It is still undergoing experimental alterations in detail, I understand.

Mr. Henry Sturmev has brought out another of his practical handbooks, entitled, "Safety bicycles, their varieties, construction, and use." It is to the "safety" rider what Sturmev's handbooks always are, to wit, "indispensable." In this connection I note that *The Wheel World* magazine this month offers two prizes for the best and second best essays, entitled "My experiences of Safety Cycling," which should produce some interesting data and opinions concerning this class of velocipede.

The latest thing in bells is being sold by W. Bown, of ball-bearing celebrity. It consists of a gong, to be fastened on the spade-handle of a tricycle. The grip part of the said handle is not rigidly riveted to the bow part, but turns therein on pivots, and in so turning moves a small pinion on its front end; this pinion gears in with the projecting lever of the gong, and so causes it to ring whenever the handle-grip is turned. This necessitates a specially constructed spade-handle.

Under the name of "Psycho," Starley Brothers have produced an excellent copy of the Crimper tricycle, suitable for either sex. In this, the handles are turned back at almost a right angle to the steering bar. FAED.

LONDON, 3 September, 1885.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Mr. Pratt's Dues.

*Editor Bicycling World:*—Will you, in justice to Mr. Chas. E. Pratt, an honorary member of the Massachusetts Bicycle Club, insert this communication in your next issue.

I have on my file of correspondence at the club, a letter from the secretary of the League of American Wheelmen,

which is a receipt for \$1.00 as payment for Mr. C. E. Pratt's dues for this year, paid by the Massachusetts Bicycle Club. I fail to see how there can be any doubt about Mr. Pratt's dues, as Mr. Aaron's receipt, above mentioned, is dated 4 July, 1885. F. ALCOTT PRATT,

*Sec. Mass. Bi. Club.*

BOSTON, 21 September, 1885.

### Notes by the Way.

I TURNED my back upon Vanity and its Fair with many regrets. It is hard to leave the scenes of pleasure and take up the sober realities of life. The next morning follows the night of revelry. I enjoyed Vanity Fair. I would have staid there forever, but Mr. Smooth-it-away hurried me away, and I took up again my journey.

A FEW miles out we passed the silver mine of which Demas was the first discoverer, and which is now worked to great advantage in supplying metal to line the clouds that hover over the League. A little farther onward was the spot where Lot's wife is standing under the semblance of a pillar of salt. I asked Mr. Smooth-it-away if he liked chestnuts, and on getting a reply in the affirmative, I told him that if my wife should ever turn to salt, I would get a fresh one. He told me he preferred chestnuts that were not wormy.

PASSING by a field soon after this, we spied a strange looking beast. "What kind of an animal is that?" said I, filled with curiosity. "That," said Mr. Smooth-it-away, "is the League donkey. Every member has the right to use him, and he has been so abused that it is time to turn him out to grass and give him a rest."

THE next object that came to view was a grand castle. It proved to be the former residence of the redoubted Giant Despair. The old fellow died years ago, and it is now fitted up as a jail for the especial accommodation of cyclists. The League succeeded in getting the State to start this special house of detention, and the judge is pledged to take ten per cent. off the sentence, if it can be shown that the offender is a League member. Mr. Smooth-it-away told me that the League had also established a poor-house, an orphan asylum and a cemetery. The privileges of these institutions go to League members only. But the jail at which we were looking is empty. The cyclists are a well behaved lot and never get to prison. Riding on the path is punishable by a fine, and as everybody who rides on a sidewalk is obliged to pay a large fine, an immense fund has been created. This money has been used to build the special prison, to pay the national debt, and a very large portion went to pay the secretary's hotel bill at the last League meet. Mr. Smooth-it-away tells me that the ghost of the giant fre-

quently walks at night in the old castle, and that keeper after keeper has been killed by Giant Despair while they have been waiting for wicked cyclists.

WE passed, in turn, the Delectable Mountain, the field where blind men wandered and stumbled among the tombs, and soon we arrived in the land of Beulah. How can I write of the delights of this beautiful country. Roads as smooth and hard as a billiard table, no dust, no mud, no watering carts. It was Paradise reconstructed upon plans furnished by the League.

BUT between the land of Beulah and the Celestial City lies the Dark River, that must be crossed before we can step upon the Enchanted Ground. How to get across was now the problem that confronted me. Mr. Smooth-it-away quickly came to my assistance and told me that Hazlett would fix me out. "For," said he, "Hazlett has got the marine bicycle running as a sort of ferry boat on the river. Many men dislike to pay his price and they make boats of their own to cross with. Let's stand here and see some of them get over."

WE stood by the side of the river and marvelled at the sight stretched out before us. There was Lamson paddling himself over on a craft made from a League badge. Miller, of Ohio, was floating peacefully over astride a weiner wurst. Pit, the Vet., had built a raft of medals to cross on. Aaron was sitting complacently on a Bulletin which was being propelled by a bug. Weber was linked to a Star, which was not at all cranky, and he said he should be glad to lever. Beckwith was buoyed up by an inflated bag, which I saw was made from a League uniform. Joe Dean was on a little craft with a long name. I struggled hard to make it out, and finally I read: "Anglomaniac." "It's English, quite English, you know," said he, as he paddled off. Charlie Pratt was trying to get over on an elapsed membership, but it needed caulking sadly, and for want of half a dollar's worth of oakum, it sank. Tyler was swimming the League donkey across. Many men were floating along on their cheek, and several were travelling on their chin. Ducker was sailing on his nerve; but as he had a printing office, a bindery, a base ball nine, a consulship, a racing board and a newspaper on his back, I thought he would sink; but he didn't, and I heard him shout to a fellow traveller, "I'm getting tired of this lazy life." Dr. Blackham was working earnestly along on a new amateur rule, and he came near sinking once when he got run into by Bassett, who was also on a rule. The doctor's rule sank, but he didn't go down with it, for he quickly made a new raft from the inconsistencies of League members, and I think he will have a craft now that will last a life time. Burley Ayers was standing on the

bank. He came over and told us that he couldn't get over, for it was always hard for a Chicago man to get to the Celestial City. He hoped to see a railroad started soon, and then he would work it for free bicycle transportation and a pass. Jack Rogers was in the water trying to push himself along on his shape, and Clapp was travelling on his beauty. But to tell all that I saw would take a volume, and I soon came away after taking a hasty glance at Aaron, Terry, Dodge, Ely, Kirkpatrick, and a lot of others who were struggling in the Overflow.

WE looked up Hazlett and got our water vehicle. It promised great things. Mounted on it I felt that I could make the trip with ease, and I started to pedal across. The first stroke of the paddles splashed a volume of water over me, so cold, so dreadfully cold, that with a shiver I awoke. Thank heaven, it was a dream. I had started on a journey and fallen asleep. BY THE WAY.

### One for his Nob.

WHILE returning from Bailey's last week, on their tandem tricycle, Mr. and Mrs. Stall were annoyed by a couple of drunken fellows in a buggy, who, after running down one of the bicyclers in the party, attempted to play the same game on the Vet.; but on meeting the muzzle of a 32-inch cal. dog exterminator, they decided not to proceed with the experiment, although annoying the party by various profane remarks, dogging them as far as Wellesley. Here the Vet.'s patience found its limit, and he dismounted, and picking up a large cart spoke, gave each of the offenders such a sound WHACK over the head that they retired in bad order instantaneously. The treatment is recommended in all similar cases as very efficacious, and we imagine that drunken fellows will soon cease to practise a heretofore favorite amusement, at the expense of unoffending cyclists, if it is carried out a few more times.

### Sociable Record.

MESSRS. HANSMANN and Killis, of the Capital Club, Washington, returned Sunday from a week's trip to the Natural Bridge, Virginia, upon a Sociable tricycle. The start was made Sunday, 6 September, by train to Luray, from which place the one hundred and ten miles to the bridge, *via* Staunton and Lexington, were made in three days. But one wheelman, besides these tricyclists, has succeeded in riding from Lexington to the bridge this season. The return was made by rail to Staunton, wheel to Martinsburg, W. Va., and rail to Washington. Staunton was left at 8.45 P. M. Friday; Mount Jackson, fifty miles, was reached for breakfast at 6.50 A. M. Saturday; Winchester, ninety-two miles, at 5.34 P. M.; and Martinsburg, one hundred and fourteen miles, at 9.19 P. M., or 24h. 34m. from the start. From Staunton to Harrison-



burg, twenty-five miles, the road was muddy, and as the night was very dark, considerable difficulty was experienced in keeping the track. From the latter place to Strasburg, forty-nine miles, the pike was in excellent condition, and good time was made. From Strasburg to Winchester, eighteen miles, the road had recently been newly metalled, and was, in consequence, very rough, and practically unridable for a bicycle. Over an hour was consumed in making the first three miles out of Strasburg, while of the six miles to Middletown, scarcely two hundred yards were ridden. The Martinsburg pike, out of Winchester, was in good shape for day riding, but as extensive preparations had been made for repairs, in the shape of piles of large stones in the middle of the road, at frequent intervals, awaiting the crusher, rapid progress after dark was impossible. In consequence, the riders were unable to reach their objective point within the twenty-four hours. The hundred miles were made in 21h. 58m., the last mile having been covered in 5 $\frac{1}{2}$ m, and the records for twenty-four hours is one hundred and eleven miles. The machine was a Meteor, 46-inch, geared to 42-inch, and carried, besides the riders, forty pounds of baggage, the whole outfit weighing four hundred and eighty-five pounds. The previous sociable record was eighty miles for the twenty-four hours.

#### P. W. B.

A LARGELY attended and enthusiastic meeting of the above-named society was held at the Evans House, Springfield, during the great tournament. The business meeting commenced with the election of officers, as follows: Hi-muck-a-muck, L. W. Seely, of Washington; Lo-muck-a-muck, Yates Penniman, of Baltimore; Muck, Harold R. Lewis, of Philadelphia; Head Devil, E. F. Hayden, of Baltimore; By-gum-gum, W. B. Everett, of Boston; Whang-whang, J. D. Chesney, of Baltimore. Samuel T. Clark, of Baltimore, becomes Past Hi-muck-a-muck.

A number of members were initiated into the order, with the usual solemn rites; among them being H. S. Owen, of Washington; C. K. Alley, of Buffalo; and Dr. N. M. Beckwith, of New York. After the business meeting, the Hi-muck-a-muck was invested with the robes and insignia of his office, the former being of pure white, richly embroidered with red, reaching below the knees, and having collar and pocket. Thus attired, the Hi-muck was escorted to Barr's restaurant, where an elaborate supper had been prepared. The festivities were continued until a late hour, with speech, song, and story, until the party separated.

The P. W. B. was organized at the Springfield meet of 1883, and has held yearly meetings since. The charter members were ten in number, and were from the Maryland, Philadelphia, Boston and Capital Clubs.

COLE DAY.  
WASHINGTON, D. C., 16 September, 1885.

#### Orange Wanderers.

On 17 Sept. the Orange Wanderers gave a Chinese-Lantern parade, and had 165 wheels in line. Ten or twelve were tandems with ladies on the front seat, and six or eight other tandems carried two gentlemen each. The clubs represented were the Orange Wanderers, Hudson County Wheelmen, Elizabeth Wheelmen, Rutherford Wheelmen, New Jersey Wheelmen, Montclair Wheelmen, Essex Bicycle Club and Newark City Wheelmen. Several clubs invited were unable to send representatives. The clubs were arranged in four divisions, and the unattached wheelmen of the Oranges, about fifty strong, formed the fifth division. The route was seven and one-fourth miles, through the principal streets of the Oranges. Refreshments were served at the club rooms after the march. The streets were generally well filled, and in places crowded, to watch the parade. No serious accident occurred; the weather was perfect, and the affair very enjoyable.

On Saturday afternoon the Wanderers held their annual ten-mile handicap road race. The starters were C. Hening, 54-inch Victor, ten minutes; R. M. Sanger, 48-inch Star, eight minutes; L. H. Porter, 54-inch Rudge, six minutes; W. A. Belcher, Rudge (safety), five minutes; L. H. Johnson and H. C. Douglas, Humber Tandem, scratch. The course was a circular one, over macadam roads, with several sharp hills to climb. All the handicap men were novices. The finish was as follows: C. Hening, first, 45:4 $\frac{1}{2}$ ; R. M. Sanger, second, 46:36; the Tandem third, 39:2 $\frac{1}{2}$ ; L. H. Porter, fourth, 45:18. W. A. Belcher did not finish. The tandem record last year was 39:38 $\frac{1}{2}$ , so this year shows a good gain. Hening and Sanger take the two club medals.

#### From a Feminine Point of View.

THAT little city on the banks of the Connecticut is now the theme of conversation in all the places where wheelmen most do congregate. I have had it for breakfast, dinner and supper, for a week, and it has even invaded my dreams by night and my thoughts by day. It is a topic of never-failing interest, a loadstone that attracts our attention, our interest, and our enthusiasm.

You will see by this I have been to Springfield. From a position on the grand stand I have viewed the contests. I have been carried away by my enthusiasm. I have flitted my handkerchief at the victors, and, if the truth must be told, I think I shouted just a little when all others were shouting, and when not to shout would have marked me as cold and unenthusiastic.

ARE you surprised my dear friends, that I should enter into the spirit of racing, and be led into demonstrative

enthusiasm at the sight of a bicycle race? If you are, charge it to humanity, for I am human. There is firmly implanted in every human breast an inordinate desire to see a contest for supremacy, and the desire increases as we are familiar with the particular from which the contest takes. It is inborn. We can't help it, let us try never so hard.

OTHER pens than mine will tell you of all that was seen and all that was done at Springfield. They will tell you of the time made around the course, and compare it with what has been done in former years on this course and at other places, by these men and by others. They will figure out, to the fraction of a second, the time it took to go a certain distance, and then they will tell you how much better or worse the same thing has been done in England.

I DON'T enjoy racing in cold blood. That is a very awkward and clumsy expression. Let me explain myself before you are chilled by my metaphor. I can throw my cap in air and cheer lustily when I see two men approaching the finish mark fairly and squarely abreast; and then, when no one can imagine which will win, it is seen that one makes a last determined effort and reaches the line first. The man or woman who would not be carried away then, must be of marble or dross. But the race does not end here.

FIGURES are wonderful things, and wonderful are the things that men can do with them. When a man enters a race at Springfield he looks at his side and sees one, two, or three competitors, and thinks he has seen all. Never was he more mistaken. He is racing with the world. He will go around the track and reach the winning post first, and as he takes his prize, so dearly and so bravely won, he will say to himself, "It is finished." Again, he is mistaken. The editors are not done with him yet. They will race him, on paper, with every man in the world. They will conduct a series of race meetings in cold blood.

SEE the patient editor at his desk, busily scanning long columns of figures. He has taken your record, young man, and he is putting you in competition with the best men in England and America. He is trying to find out whether Hector, of Boston, can beat Launcelot, of England. It does not take him long, and with a scratch of the pen he has placed the fastest man at the head. Every cycling editor is a promoter of paper racing, and up and down the line go the racing men of the world, under the supervision of these enthusiasts. They call this work compiling records; but it is only one form of racing, after all.

BUT I am getting away from Spring-

FACTS ARE THE BEST ARGUMENTS.

— ONE MILE —

RECORD OF THE

— WORLD. —

2.35  $\frac{2}{5}$

— BY —

RICHARD HOWELL,

At Springfield, September 21, 1885,

ON A 58-INCH

RUDGE RACER.

Gentlemen, there IS something in it.



# THE "CLUB" SAFETY!

Springfield, Mass., September 9th, 1885.

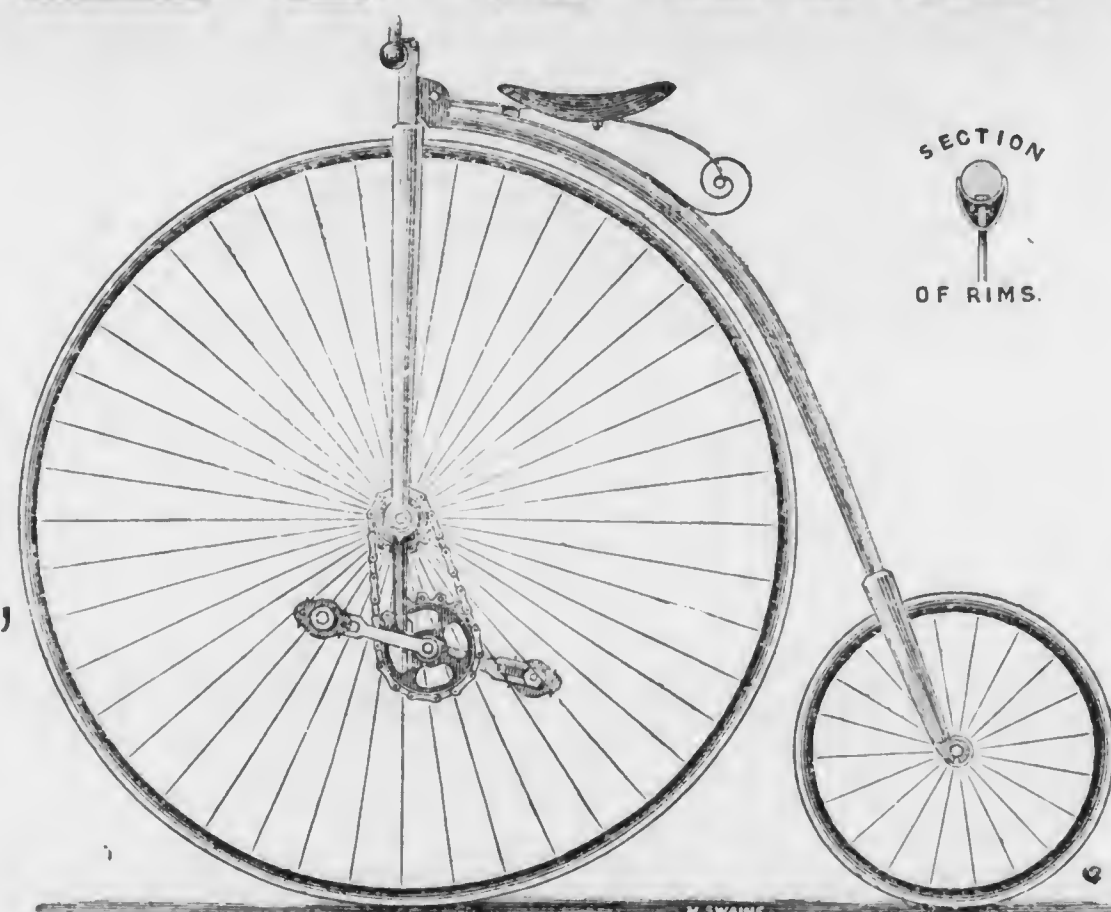
## RECORDS.

HALF MILE,

1.25  $\frac{3}{5}$ .

THREE FOURTHS MILE,

2.8  $\frac{4}{5}$ ,



2

MILES,

6.05.

The Strongest, Fastest, and Most Perfect Safety Made.

# THE COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,  
BOSTON.

## THE 24-HOUR RECORD

Broken by L. D. MUNGER, of Detroit.

211 1-2 MILES.

Mr. Munger broke the record. It was not the wheel he rode, but the man, who did it. Nevertheless, we are glad to say he rode from start to finish on an

## APOLLO!

A 54-INCH WHEEL WEIGHING THIRTY-NINE POUNDS.

*This is the same wheel on which Mr. Munger took second place in the Big Four Century Road Race.*

FOR RIGIDITY, LIGHTNESS AND EASE OF RUNNING, NO BETTER WHEEL WAS EVER MADE.

SEND FOR CATALOGUE OF 18 STYLES OF BICYCLES, TRICYCLES, SOCIABLES AND TANDEMS.

A High Grade of Miniature Machines for Boys and Girls.

W. B. EVERETT & CO., 6 and 8 Berkeley St., BOSTON, MASS.



— **2.35  $\frac{3}{5}$  !!** —

The World's Record on a Genuine Humber Bicycle.

— **2.53  $\frac{4}{5}$  !!** —

The World's Record on a Genuine Humber Tricycle.

— **2.46 !!** —

The World's Record on a Genuine Humber Tandem.

A CLEAN SWEEP AT SPRINGFIELD OVER ALL COMPETITORS.

The Fastest Machine must be the Easiest to Ride.

The GENUINE HUMBER BICYCLES and TRICYCLES are made ONLY by Humber & Co., at Beeston, England, and can ONLY be obtained in the UNITED STATES from their U. S. Agent,

**LLEWELLYN H. JOHNSON,**

3 ARLINGTON PLACE, EAST ORANGE, N. J.

New York Office, 362 Broadway, H. C. DOUGLAS, Manager.

**SPECIAL NOTICE.**—A limited number of Tandems, Crippers, and Bicycles, both roadsters and racers, in stock. Order early to avoid disappointment.

☞ Close imitations are on the market. See that your "Humber" is stamped Humber & Co., Beeston, Notts, on the neck.

*One Mile New York State Championship.*—H. C. Hersey (1), 2.58; C. E. Titchener (2); J. B. Rheubottom (3). A very close and exciting finish.

*One Mile Consolation.*—J. R. Rheubottom (1), 3.24; Chas. Craver (2). A walk-over for Rheubottom.

*One Mile Team Race* between the Scranton and Binghamton Clubs. Scranton team: Schlager, Mott and Parrott. Binghamton team: Titchener, Platt and Stone. Order of finish: Schlager (1), 2.51; Titchener (2); Platt (3); Parrott (4); Stone (5); Mott (6). The Binghamton team won, scoring eleven points to Scranton's ten.

One hundred wheelmen paraded in the morning, and in the evening there was a competitive drill at the Pioneer Kink the prize being won by the Scranton drill team.

ROCHESTER, N. Y., 17 September. — The third annual meeting of the Genesee Club was held this day. The day was perfect, and the track of the Rochester Driving Park was in excellent condition. W. Sheldon Bull, of Buffalo, was chosen referee of the day, and A. E. Pattison, of Boston, George Dakin, of Buffalo, and Martin F. Shaffer, of Rochester, were judges.

*One Mile Novice.*—J. G. Elbs (1), 3.08; A. Pratt (2); P. J. Dukelow (3). Time by quarters, 45, 1.30, 2.19, 3.08.

*One Mile Professional.*—R. A. Neilson (1), 2.46; John S. Prince (2); W. M. Woodside (3); Robert James (4); John Brooks (6). Time by quarters, 43, 1.25, 2.06, 2.46.

*One Mile Amateur.*—W. F. Knapp (1), 2.53; W. A. Illston (2); Geo. E. Weber (3); Robert Cripps (4).

*One Mile Tricycle.*—Robert Cripps (1), 3.47; Clarence Howland (2).

*Three Mile Club.*—C. A. Smith (1), 9.50; C. J. Connolly (2); R. P. Searle (3).

*One Mile Safety.*—F. Allard (1), 3.8; A. P. Engleheart (2); J. G. Elbs (3); C. J. Connolly (4).

*One Mile, 3.10 class.*—A. Schaaf (1), 2.58; Chas. A. Smith (2); J. K. Rheubottom (3); C. J. Lund (4).

*One Mile Handicap.*—W. F. Knapp, 15 yards (1), 2.51; W. A. Illston, scratch (2); R. Cripps, scratch (3); E. A. Gamble, 60 yards (4).

*One Mile Professional Unicycle.*—W. N. Kauffman (1), \*4m.; W. H. Barker (2). Kauffman's time takes record.

*Five Mile Amateur.*—W. A. Rowe (1), 16.5; W. F. Knapp (2); Geo. E. Weber (3); E. A. Gamble (4).

*One Mile Consolation.*—H. C. Hersey (1), 3.3; C. J. Connolly (2).

ATTLEBORO', 16, 17 September. — Races under the auspices of the Farmers and Mechanics' Association. The club drill was won by the Columbia Club. The one-mile race was won by F. G. Gibbs of Boston; time, 3.23, 3.26. The half-mile dash, without hands, by F. B. Brigham, of North Attleboro'; time, 1.46. Two-mile dash, by O. W. Clifford, of

North Attleboro'; time, 6.51. Five-mile dash, by H. C. Briggs, of Brockton; time, 18.22. Races were run the second day, as follows: —

*One Mile.*—Wm. Eames (1), 3.37; H. A. Hall (2); A. W. Rickett (3).

*Slow Race.*—C. E. Sandland (1).

*Three Mile.*—T. W. Northrup (1), C. E. Sandland (2).

*Half Mile.*—O. W. Clifford (1), F. B. Brigham (2).

ROCKFORD, ILL., 11 September. — *Two Mile Handicap.*—Will Wise, scratch (1); E. H. Wilcox, scratch (2); Jesse Lillibridge, 60s. (3). *One Mile Club.*—E. H. Wilcox (1), 4m.; G. S. Hart (2). *One Third Mile.*—Frank Ashton, scratch (1), 1.26; Will Newton, 5s., unicycle (2).

BLOSSBURGH, PA., 14 September. *Twenty Miles.*—John Brooks (1); J. S. Prince (2) left the track at seven miles.

DANVERS, 19 September. — The third annual race meeting of the League of Essex County Wheelmen was held at Danvers Riding Park this (Saturday) afternoon, there being an audience of about five hundred spectators present.

*One Mile, Open.*—W. A. Rhodes (1), 3.16.

*Three Miles, L. E. C. W.*—D. E. Hunter (1), 10.44; C. W. Whitten (2), 10.47; A. A. McCurdy (3), 10.50.

*Half Mile.*—C. E. Whitten (1), 1.32.

*Two Mile Handicap.*—W. A. Rhodes, scratch, (1), 6.23; Robert Burns (2); L. H. Frost (3); Henry McBrien (4).

*One Mile, Championship.*—D. E. Hunter (1), 3.18.

*Five Mile.*—W. A. Rhodes (1), 16.33; F. G. Gibbs (2), 17.12; Robert Burns (3); A. A. McCasely (4).

*Team Race.*—Rowe, Whitten, and Porter, of Lynn Club (1).

PITTSBURG, PENN., 12 Sept.—Combination meeting held by the Keystone Athletic and Keystone Bicycle Clubs, at Athletic Park.

*One Mile Novice.*—W. H. Buechner (1), 3.23; W. D. Banker (2), 3.23.

*Half Mile.*—K. A. Pardee (1), 1.30; W. D. Buechner (2).

*Half Mile Tricycle.*—H. E. Bidwell (1), 2.0; C. M. Clarke (2).

*Half Mile Championship.*—J. W. Pears (1), 1.35; A. P. Murdock (2).

*One Mile.*—K. A. Pardee (1), 3.13; F. McCoy (2); J. V. Stephenson (3).

*Half Mile, Boys.*—F. C. Harris (1), 1.55; R. Walker (2).

*Two Mile.*—K. A. Pardee (1), 8.05; F. McCoy (2).

*Five Mile.*—K. A. Pardee (1), 18.25; F. A. Iddings (2).

*Half Mile Consolation.*—C. M. Clarke (1), 1.37; H. J. Files (2).

CHEYENNE. — Races by the Cheyenne Club. *Half Mile.*—Hebard (1), 1.28; Kennedy (2); Hopkins (3). *One Mile, Club.*—Gillespie (1), 3.16; Rice (2); Clark (3). *Five Mile.*—Donaldson (1), 17.40; Kennedy (2). *One Mile.*—Hop-

kins (1), 3.13; Kennedy (2). *One Mile.*—Hopkins (1), 3.13; Kennedy (2); Hannam (3).

THE road race from Uniontown, Pa., to Wheeling, W. Va., 15 September, was eminently successful. There were six starters. E. W. Beck, of Greensburg, Pa., arrived first at the winning post, having ridden the seventy miles in 10.8. C. T. Cramer was second, in 10.16.38; W. T. Beeson, third. Mr. Beck, the winner, received the gold medal given by the Wheeling Wheelmen. C. T. Cramer, who came in second, was given a fine hub lamp, the contribution of Manager Stephenson; and W. T. Beeson, fell heir to the League pin given by the McClelland House, of Uniontown. The Stamm House prize was awarded to No. 4, J. M. Kritchlow, of Beaver Falls. When the applause and congratulations attendant upon these presentations had somewhat subsided, Mr. Will Wright slipped quietly into the centre of the room, and presented to Manager John V. Stephenson, a handsome silver-headed cane donated by Henry Sonneborn. It appears that the winner, Mr. Beck, nearly gave out on the road, and Cramer stayed with him and encouraged him to go on instead of going ahead as he might have done. Mr. Beck turned the first prize over to Cramer, in acknowledgment of this courtesy.

FOR the fifteen-mile championship race of the Chicago Bicycle Club, run at the Ball Park, 12 September, the only entries were Bennett and Webster. The track was heavy from recent rains, and wheeling was very hard work. Bennett won in 1.0.16.

MONTGOMERY, ALA. — The second annual races of the Montgomery, Ala., Club came off 16 September. About twenty-five wheelmen were present. Polhill, of Georgia, won the five-mile professional race in 17.51. Horton, of Macon, Ga., won the mile race for the championship of the South in 3.21. Ingram, of Columbus, Ga., lowered the southern amateur record from 3.12 to 3.08.

AT Newport, 17 September, a five-mile race between Ed. Buffum on a bicycle, and H. Bullyers's trotter, Brunette, was contested. Buffum had two minutes' allowance and the mare was started under the wire without scoring. The mare made the first mile in 2.55, the second in 2.55, the third in 2.55, the fourth in 2.55, and the fifth and last in 2.56, the distance, therefore, being made in 14.17. The mare in passing the bicycle on the third mile made up the handicap. She beat the bicycle half a mile. Mr. Buffum did not finish and his time was not taken.

AT the race meeting at Pontiac, Mich., on 14 Oct., C. D. Ceyes and F. N. Warner, of Farmington, attempted in a five-mile race to defeat L. D. Munger, of Detroit. The effort was, however, a failure, for the well-known long-distance rider easily sized up his rivals, and won with ease in 16.59, which broke the



*We copy the Overman Wheel Co.'s advertising, because we think it is the best.*

### SEVERAL WHEEL DEALERS.

**NOTE.**—A change will be made in our method of advertising the coming week. Dealers will please be ready to copy.

Michigan record. Keyes was second in 17.10. In the 3.20 class, one mile, L. Goodman, of Birmingham, was winner in 3.31½, while T. S. Slade, of Birmingham, won the reen grace in 3.25.

RICHARD HOWELL, who has been at Springfield since the tournament, attempted, Thursday afternoon of last week, to bring down Wood's mile record of 2.35½. He made the trial at about five o'clock, in the presence of some fifty people. He made the first quarter in 40s., the half in 1.15½, the three quarters in 1.57½, and the mile in 2.38½. Better time would probably have been made had it not been for the exceedingly cold weather and the lack of suitable pace-makers.

ON Monday another attempt was made. At 5:45 the pistol was fired, but as Howell's foot did not quite fit into the pedal, he slowed up before going 100 yards. The second time was successful, and he at once settled down to work. He shot up the backstretch at a rapid pace, the quarter-mile being registered in 39 2-5s. Rounding the turn he flew down the homestretch, where Brooks was waiting to take him the last lap. The half showed \*1m. 16s. The spectators cheered as they saw that the record was going, and Howell, in response, went for all he was worth. Up the backstretch they went for the last time, the three-quarter being made in 1m. 54 4-5s, and coming down the homestretch he put all in finishing in \*2m. 35 2-5s., which breaks the record by one-fifth of a second. Howell complained of the cold air, which impeded quick breathing, and should he get a warm day before his return to England, he will make another attempt, as he rode a half mile a few days ago with a flying start in 1m. 11 4-5s. He rode his 58 Rudge racer, weighing 22 pounds. Every precaution was taken to verify the record, the officials being: Referee, Dr. H. E. Rice; judges, Sanford Lawton, Andrew McGarrett, F. R. Brown; timers, the official timers of the Springfield tournaments, George Robinson, W. C. Marsh, O. N. Whipple; starter, H. W. Collins. Several of the spectators made the time as 2.35 dead.

THE hundred mile road race of the Boston Club is set down for 3 October next. The officers of the club have arranged a route of fifty miles and repeated, over a course that is considered

excellent, and upon which fast riding is assured. As determined upon, the programme is as follows: Meet at 87 Boylston street (the club house) at 6 A. M. on Saturday, Oct. 3. Start at 6:30 A. M. on Arlington street, Commonwealth avenue, turning to the left, Chester park and extension to Five Corners, turn to right through Boston street to Upham's Corner, Hancock street (following horse car tracks), to Meeting House Hill, turning to left; Adams street to Milton Lower Mills, River street, through Mattapan to Hyde Park, cross River bridge, turning to right; run a quarter of a mile to the junction of the roads; take right road up short hill and down the other side; turn to the left into High street to Dedham; Dedham avenue to Needham, Centre street to Newton Centre; turn to left, Beacon street to checker at Great Signboards; return to Newton Centre, Centre street to Newton, cross right and turn sharp left, Washington street to West Newton; cross railroad to checker at Auburndale street, Watertown avenue to Watertown; turn to left, cross bridge; turn to right, Main street (two blocks), Arsenal street to Brighton (passing arsenal and over bridge), Western avenue to Central square, Cambridge, turning sharp to the right, Cambridge street back to Brighton, Brighton avenue, Beacon street to Chester square, when fifty miles will have been accomplished; repeat over the same route and finish at the club house on Boylston street. The contests are for both bicycles and tricycles, and separate prizes are offered for each, consisting of very handsome gold and silver medals, which are struck from the die of the club. In addition, it is probable that record medals will be awarded, and several manufacturers have already offered special inducements for the winners upon their machines. The route will be fixed by white arrows, and competent checkers will be at all necessary places. Breakfast may be obtained at the club house by the competitors and officials on the morning of the race. After the race a chop supper will be served.

Entries, accompanied by a fee of \$1, should be sent to Captain L. R. Harrison, 87 Boylston street, Boston.

THERE is a great interest centred in the road race of the Massachusetts Club on Saturday next. The start will be made at some point a short distance beyond Chestnut Hill reservoir, and

from thence by Washington street through West Newton, Watertown avenue through Watertown, Common street up over the big hill and through Belmont; then by Pleasant street to Arlington, Medford street to West Medford and then Medford, and from there over the usual course down Tower Hill and direct to the Boscobel House in Lynn. From there, past the Lynn Common, and by Essex street through Swampscott to the turning point, which will be at the ice-house about four miles this side of Salem. The return will be over the same route to Medford by Mystic Park, and under the famous bridge for headers. Then by Elm street through West Somerville, Day street to North avenue, to Harvard square, Brighton street to Beacon park, Cambridge street, Linden street, Brighton avenue to Beacon street, and by Hereford street direct to the club house on Newbury street, in front of which the race will end. Checkers are to be stationed at the great signboards, Newton; Watertown square, Belmont, Medford, Tower hill, Salem, turning point a few miles beyond Salem, West Somerville, Harvard square, and Allston. The route of the sixteen-mile races will probably be by the great signboards, beyond the reservoir, and through the Newtons direct to the club house.

AT the great Deutsche Radfahrer-Bundes-Rennen (German Bicyclists' Union Races) on 16 August, at Nuremberg, the 2000 Meter Safety race was won by Mr. Hermann Haase, on a "Club" Safety.

THERE will be a road race under the auspices of the Citizens' Bicycle Club of New York, on Saturday, 26 September, at 3 p. m., gold medals to first and second. The route will be from the junction of 59th street and the Boulevard to Yonkers, and return, as follows: Boulevard to 145th street, 145th street to St. Nicholas ave., St. Nicholas ave. to Kingsbridge road, Kingsbridge road to Broadway, Broadway to Getty House square, Yonkers, turning the lamp-post in centre of square and returning to starting point by same route. Competition open only to the members of New York city cycling clubs. Entries close 23 September, and should be made with Simeon Ford, Citizens' Bicycle Club, 313 W. 58th street, or Geo. R. Bidwell, No. 4 East 60th street.

*"I ride the Victor, because I think it is the fastest bicycle made."*

**GEO. M. HENDEE.**

### WHEEL CLUB DOINGS

A NEW club has just been formed in Waltham, which is named the Waltham Cycle Club, with thirty-three members. Several members have advanced money for furnishing a club room, a piano has been secured, and there is every promise for a wide-awake and enterprising club. George F. Walters is secretary *pro tem.*, but a meeting will soon be held for an election of a full board.

THE Nonantum Cycling Club, of Newtonville, observed its first anniversary Thursday evening of last week. In response to an invitation, about twenty members of the Maverick Wheel Club, of East Boston, were present. A bountiful supper was enjoyed, after which remarks were made by Capt. Brewster, of the Maverick Club, President Aubin, of the Newton Club, and others. The assembly was favored with fine music on the piano by Mr. Moore, of the Maverick Club. Edward P. Burnham, who is a member of Nonantum Club, was present, and a resolution complimentary to him was passed.

THE Berkshire County Wheelmen gave an entertainment 15 September, at which there was an attendance of 1,000. Mr. Geo. Nash gave an exhibition of fancy riding, and there was a skating race of five miles between W. Smith, of Pittsfield, and A. Nichols, of North Adams, in which the former easily won. The entertainment was a great success financially, and the debt incurred at the tournament will be cancelled.

### CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.

Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—  
*Connecticut.*—F. A. Jackson, 608 Chapel street, New Haven.  
*Colorado.*—Geo. E. Bittinger, 608 Harrison avenue, Leadville.  
*Illinois.*—L. W. Conkling, 108 Madison street, Chicago.  
*Massachusetts.*—F. A. Pratt, 3 Somerset street, Boston.  
*Maryland.*—S. T. Clark, 2 Hanover street, Baltimore.  
*Missouri.*—W. M. Brewster, 309 Olive street, St. Louis.  
*New York.*—Dr. A. G. Coleman, Canandaigua.  
*New Hampshire.*—W. V. Gilman, Nashua.  
*New Jersey.*—L. H. Johnson, Orange.  
*Ohio.*—Alfred Ely, 871 Prospect street, Cleveland.  
*Pennsylvania.*—F. S. Harris, 718 Arch street, Philadelphia.

*Rhode Island.*—A. G. Carpenter, 2 Westminster street, Providence.

*Wisconsin.*—B. K. Miller, 102 Wisconsin street, Milwaukee.

*Iowa.*—S. B. Wright, Oskaloosa.

*Wyoming Territory.*—C. P. Wassung, Rock Springs.

*Canadian Division.*—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

In States where no State consul has been appointed, such applications and letters of inquiry should be sent to Chas. H. Potter, R. C., 99 Superior street, Cleveland, Ohio.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Irwin B. Kidson, 1,430 Dolman street, St. Louis, Mo.; Edwin D. Fisher, 28 Public square, Nashville, Tenn.; Chas. Pack, 674 Euclid avenue, Cleveland, O.; A. F. Peck, N. W. Trans. Company, Detroit, Mich.

APPOINTMENTS.—Consul for Mauch Chunk, Pa., O. O. Jarrard, Mauch Chunk, Pa.; consul at Cleveland, O., B. F. Wade, 17 Cheshire street; consul for Minneapolis, Minn., Louis B. Graves, 408 Nicolet avenue; consul for Calumet, Mich., T. Wills, Jr., Calumet, Mich.; consul for Detroit, Mich., Albert F. Peck, Northwestern Transportation Company, Detroit, Mich.

HOTEL APPOINTMENTS.—Binghamton, N. Y., Hotel Bennett; Painesville, O., Stockwell House.

### FIXTURES

- 25 September:  
Races of Colorado Wheel Club.
- 25 and 26 September:  
Tournament of Ramblers, St. Louis, Mo.
- 26 September:  
Road race of Massachusetts Club.  
Races at Haverhill, Mass.
- 30 September:  
Races at Canton, Ohio.  
Races of Albany, N. Y. Club.
- 3 October:  
100-mile road race, Boston Club.
- 6 October:  
Races at New Castle, Penn.
- 6, 7, 8 October:  
Races at Brockton, Mass.
- 9 and 10 October:  
Tournament of Omaha (Neb.) Wheel Club.
- 16 and 17 October:  
Division races at Chicago, Ill.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—Victor tricycle, 1883 pattern; in first-class condition; price, \$80; reasons for selling, roads not suited to tricycle. Address F. B. PARSHLEY, East Rochester, N. H.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—\$100 will buy a 51-inch 2-3 nickel Special Star; new in July; has silent ratchet, dropped bars, and all latest features; good as new; lists \$117. Also \$122, 42-inch Facile, in A1 order, for \$70. Address, BICYCLE, Lock Box 216, Aurora, Ill.

**FOR SALE.**—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

### FACILE LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest.  
Price, 50 cents a bottle, with camel hair brush.

### FACILE LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

**NOTICE.**—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

### The Voice of the Multitude.

Notwithstanding the claims made for all other machines, and the favoring statements of those who are directly interested in their sale,

The Majority } PREFER } COLUMBIAS.  
HIDE  
RECOMMEND }

WHERE WHEELS ARE TO BE FOUND YOU WILL FIND

### COLUMBIAS.

More than one half of all the fine bicycles in America are Columbias.

THE MAJORITY KNOWS WHAT IS BEST.







# BROKEN RECORDS ON COLUMBIAS.

CHICAGO, AUG. 15.

18 to 25 Mile Bicycle Records Broken by N. H. VAN SICKLEN.

Hartford, Conn., Sept. 2-3.

Springfield, Sept. 8-9-10.

6 First	<b>PRIZES.</b>	4 First	<b>Prizes</b>	A & D POSITIONS.
3 Second		5 Second		
4 Third		8 Third		

3 and 5 Mile Connecticut State Championship.

By L. A. MILLER, of MERIDEN, CONN.

3 Mile, 9.45 Class.

By CHAS. P. ADAMS, of SPRINGFIELD, MASS.

5 Mile L. A. W. Championship.

By WM. A. ROWE, of LYNN, MASS.

IN TUG OF WAR AND 9.45 CLASS, THE First Three Men Rode Columbias.

In one mile Amateur Handicap, Wm. A. Rowe, upon 55 inch Columbia Racer (weight, 22 1-2 pounds), won from scratch, defeating the best men in England and America, and making the best amateur record ever made upon the Springfield track, and the best record ever covered by an American Amateur. Mr. Rowe, also, made a better average, taking more prizes and positions at Springfield, than any other American rider.

Pittsfield, Mass., Aug. 13, 1885.

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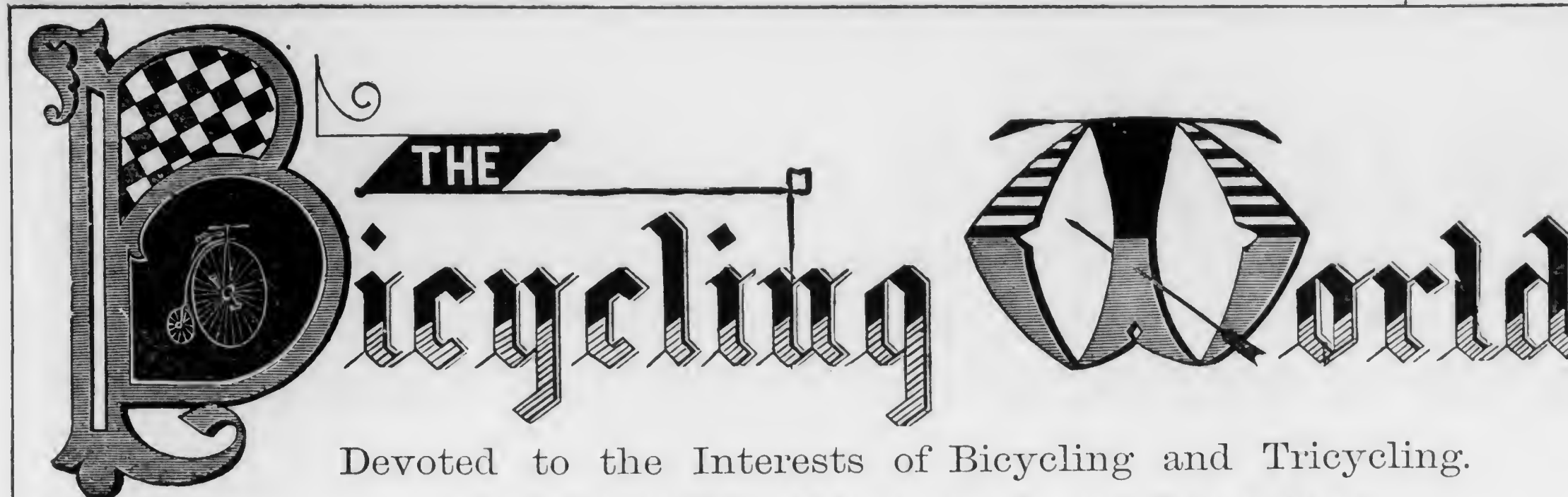
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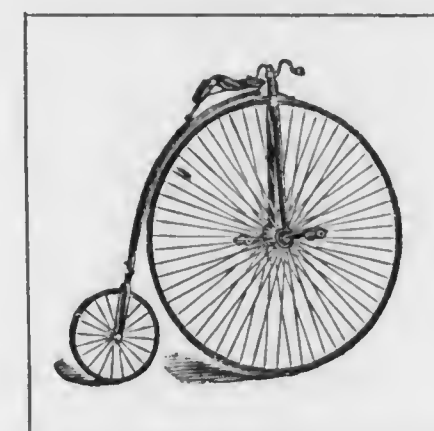
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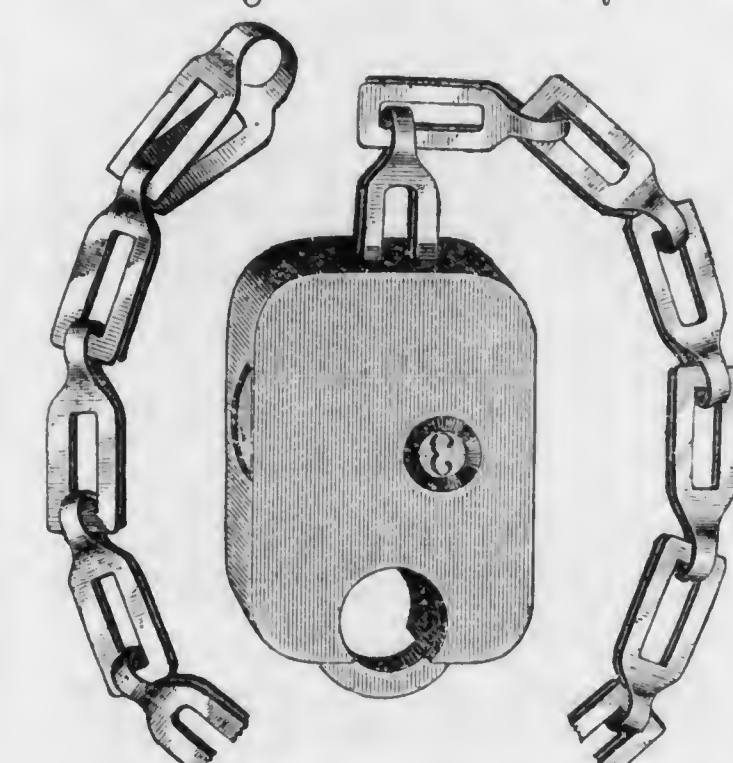
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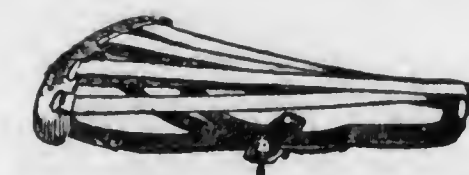
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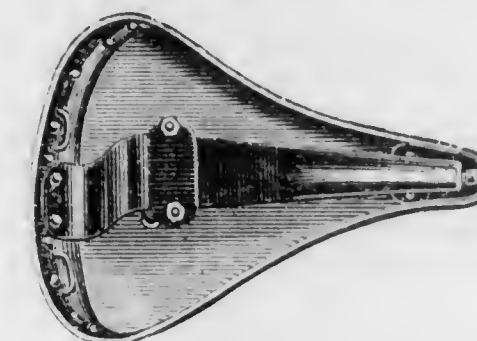
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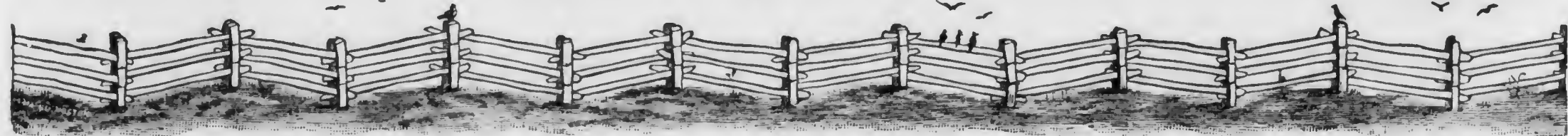
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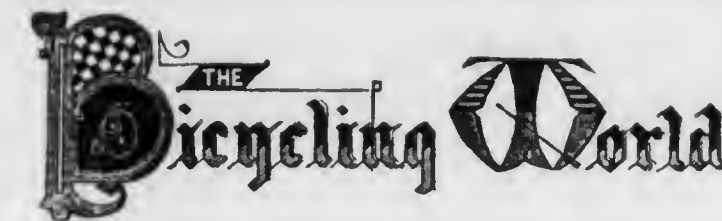
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 2 OCT., 1885.

### DOUBT.

WE print elsewhere the comments of the *Cyclist* upon the records at Springfield. We can well afford to laugh at the arguments raised, for they are childish in their nature, and stand for little beside the proofs which can be brought on the other side. It would be a remarkable coincidence if all the watches at Springfield were running just ten seconds slow in three minutes, for on no other theory can their agreement be accounted for. The timers who held the watches have no superiors in this country nor in England, and we do not hesitate to say that no race meeting was ever timed in that country so carefully as was that of Springfield this year. Were we to depend upon one watch, as does England, our country-

men would have little faith in the records. It is safe to say that one hundred watches were held on the races, and if there had been a disagreement of a second we should have heard of it. We had always one watch and sometimes two watches on the men; we were out of sight and hearing of the timekeepers, and in no one instance did our time and the official time vary a second. Mr. Engleheart joined our timers in the stand on the second day, and he must have had his watch slowed down, for it harmonized with the others. No, gentlemen, it will not do. It is unfair and unjust to throw a doubt upon the records, because there was no "English-held" watch, except those of Mr. Etherington and Mr. Engleheart. As well might we refuse to accept English records because no American-held watch verified them. The *Cyclist* takes a great deal upon itself when it gives out the impression that the Americans "cooked" the records, and that Mr. Etherington entered into the conspiracy. Comparisons with Hartford will not avail. At Hartford there was a very strong wind blowing. At Springfield the track is many seconds faster, and there was little wind. One thing more,—the *Cyclist* and other papers depreciate our records, because they are made on a track measured eighteen inches from the pole. They claim that riders can and do ride closer to the pole than this, and they stand by the English standard of twelve inches. We do not doubt that riders can run within twelve inches of the pole on English tracks, but at Hartford and Springfield it is impossible to ride within eighteen inches, and the wheel rarely goes inside of a three foot line. If English riders can ride within twelve inches of the pole at home, the records made in America are more creditable, for the distance run is much greater.

AFTER a most searching investigation, we have come to the conclusion that Mr. Burnham's claim for a record of twenty miles within the hour cannot be allowed. We have testimony from the judges, the scorers, timers, and from a number of disinterested parties on the press stand, and a careful weighing of the whole leads us to decide that the record is not proven. There is a great deal of evidence to support the claim of Mr. Burnham, but it is not positive evidence. In no one

instance does a man say that he knows that Mr. Burnham was over the line, and nearly all the witnesses are under an impression that he was, or think he had time to get over. *Per contra*, those who come forward to dispute the record offer evidence of the most positive character, and place the rider about a hundred yards behind the mark, with a remarkable degree of unanimity. We should hesitate to allow the record if there was an even balance of testimony, but with so strong a case against him, Mr. Burnham cannot hope to press his claims with success. We have succeeded in establishing Mr. Weber at a point 135 yards beyond the mark, and this record we shall allow.

It is to be regretted that Mr. Hendee decided not to meet Mr. Furnivall in a special race before the latter returned to England. Furnivall came over here on purpose to meet our representative American, and he was not altogether satisfied with the two victories at Hartford. He wanted to meet Hendee on his own ground. The accident to the champion was a disappointment not only to Hendee's friends, but to every member of the English party. They wanted to try their powers with the leading American wheelman. After the tournament an attempt was made to get up a special race between Furnivall and Hendee. Furnivall was willing, and agreed to wait till such a time as a physician could certify that George had fully recovered, even if he had to remain over a month. The Springfield Club offered to put up a valuable trophy, and tried to persuade Hendee to meet Furnivall, but he preferred to go to St. Louis, not to enter the races, but to run against time. Mr. Furnivall returns to England with a clean score of victories over our champion, and he has been beaten by every one of the visitors. No record that he can make against time can compensate for the record of the tournaments.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Graphite.

Editor *Bicycling World*:—Here is a point about graphite, which some of your



readers may perhaps like to try. Clean out the bearings thoroughly. Put in as much powdered graphite as they will easily carry, then add a *very little* oil, — not enough to soak through and show outside. The bearing will then run a very long time smoothly, and will not catch dust. This is the only lubricant which I have found successful for ball pedals, but, in spite of neglect and much dusty weather, mine run perfectly, and it is many weeks since I have given them any attention. They are also clean, the dust does not adhere. Graphite alone is not satisfactory, as it will not prevent rust in damp weather.

M. D.

#### Novice Race.

*Editor Bicycling World:* — Is it fair, and has a club the right to announce that it will run its races under League rules, and then to say that entries to a Novice's race shall be confined to those who never rode in a race? WESTERNER.

Decidedly not. If races, as defined by the League, are run, they must be run under the definition laid down in the rules. — ED.

#### Championships.

*Editor Bicycling World:* — Under Mr. Kirkpatrick's idea of having none but class races, how would the championships be run? Would it be fair to take the champions from any one class?

F. S. H.

It would hardly be fair to make class races of the championships. — ED.

#### The Amateur Question.

*Editor Bicycling World:* — I have read Mr. Kirkpatrick's ideas on the maker's amateur question, and I am not surprised that he has come down from the high horse he has been riding. Any man that goes into that question deeply comes out with the idea that it cannot be handled on the strict amateur idea. He proposes to recognize what he calls the evil of the thing and classify the riders. Why not go the whole figure? The only real difference that exists between our amateur and professional is on a question of ability. The man who makes racing a business can ride faster than he who rides as a diversion. In carrying out Mr. K.'s idea, the League will recognize just this difference between the amateur and the maker's amateur. Why not include all riders in the classification? Let us throw over the amateur law, and let all wheelmen come under one fold, but as one wheelman can do better than another, let each and all be classified.

SPECTATOR.

#### Etiquette.

*Editor Bicycling World:* — Read with interest "J. Parke Street's" letter on "A Question of Etiquette." It is a subject

on which I have thought a great deal lately. He must remember that it is not the fault of these women that they do not acknowledge his presence, but of the conservative atmosphere in which they have been bred. The tricycle is opening up an entirely new world to them. It is bringing them more into contact with strangers, and will eventually, I believe, rub off this outer layer of reserve that is quite natural to them at present. But as "continual dropping wearth away the rock," let him not despair, but keep on lifting his cap, soberly and politely, and soon they will acknowledge the act as one of simple politeness and not of freedom. Why two strangers should ever pass without noticing each other, more than they would a rock or a tree, I never could explain. Of course it is impracticable in a thickly crowded street; still, if any one nods to you, I say return it, whether you know the person or not, and afterwards you will not have to reproach yourself for having slighted a friend, whom you did not recognize at the time.

BROCKTON.

#### They Doubt the Record.

In turning our attention to the races, we must express emphatically the very general impression that something must have been wrong with the watches, the watch-holders, or the path at Springfield, for the times recorded there, as compared with the public form of the men, and with the times at Hartford and elsewhere, are so much in advance, that we must wait further details before we give them credence. We have no desire to withhold from any of the competitors the praise which is his due. If the distances were really run in the times stated, the winners deserve, and should receive, the heartiest commendation. Our difficulty, however, lies in the fact that we cannot conceive why *everybody* should be able to run quicker at Springfield than anywhere else. It is a mystery that requires explanation; and until that explanation is given, or some confirmatory evidence is offered, we are unable unreservedly to accept the quoted times. The only English-held watch we know of at Springfield is in the hands of Mr. Etherington, who is on the official list, and whose vagaries when he visited America as "boss" of a troupe of professional English and French riders will be fresh in the memory of most of our readers, and we therefore do not anticipate that any independent testimony will be forthcoming to support the marvellous times which have been recorded as having been accomplished at Springfield. We will take but one instance to explain our position. We have heard from time to time of George M. Hendee's attempts to take down Sellers's time at the mile, and the reporters have waxed enthusiastic over his 2m. 42s., or something like it. Yet on the first day at Springfield, in a race confined to riders of the 3.10 class, Kluge, of the United States, wins in 2.41½, or, roughly speak-

ing, Kluge improves something like 290 yards in the mile upon his public form. The thing is an obvious impossibility, and demonstrates most clearly the fact that for some reason, atmospheric or otherwise (?), the watches at Springfield were running some 10s. in 3m. slower than they do elsewhere. As a proof of the error we have only to glance at the times made at Hartford to show clearly that there is a screw loose somewhere. The times there, though good, are not phenomenal, and, in the face of a strong wind, they deserve every praise. But when we come to Springfield we find at once a vast difference, an improvement of ever so many seconds per mile, and this accomplished by men who have had two hot days' racing at Hartford, and who were strange to the path; and in the face of the fact that the latter was heavy and the wind strong. The sudden development of one man, the accomplishment of a remarkable time by Gaskell, or George Illston, acclimatized as they are, would not have astonished us. But that men should *universally improve ten seconds or so*; that 3.10 duffers should suddenly make the mile inside 2m. 42s., is a little bit too thick. The important amateur event was a one mile amateur bicycle race, in which, for the first time, Furnivall, the representative English amateur, met G. M. Hendee, about whom more gas has been expended than about any other wheelman. Under Springfield conditions this rider has done records of various degrees of merit; but he failed utterly to beat the Englishman, who won very easily in 2m. 48½s., this being his time according to the officials of the Connecticut B. C. In this connection we are pleased to print part of a letter received from Mr. Lacy Hillier, editor of *The Tricyclist*, on this subject. Mr. Hillier says: "Whether or no the miraculous times recorded at Springfield are correct I am, of course, unable to divine; but the defeat of Hendee at Hartford in the comparatively slow time of 2m. 48½s. would rather point to it, seeing that when he went inside 2m. 42s., according to the reports, wind and weather were alike against him." — *Cyclist*.

#### McCurdy Claims Record.—233 1-6 Miles.

MR. A. A. MCCURDY, of Lynn, Mass., has assisted several of those who have, in the past, made long-distance records, and now he has made an effort of his own. Due notice of his intended run was sent to this office last week, and every preparation was made to substantiate the record. At no time was the rider alone, pace-makers accompanying him all the way. The following postal cards were received at this office: —

Started from Lynn Cycle club-rooms at 10.03 P. M. for Nahant. Left Marblehead for Salem at 11.03; cyclometer registering 11½ miles. Left Salem 11.22 for Rowley; cyclometer, 15 miles. Left Rowley for Salem 1.05 A. M.; cyclometer, 31½ miles. Left Salem for Marblehead at 2.35 A. M.;

cyclometer, 48 miles. Left Marblehead for Lynn, 2.55 A. M.; cyclometer, 51 miles. Left Lynn for Brighton at 3.35 A. M.; cyclometer, 57 miles. Left Brighton for Hyde Park, 5.50 A. M.; cyclometer, 73 miles. Left Hyde Park for Dedham, 7.05; cyclometer, 87 miles. Left Dedham for Needham at 8 A. M.; cyclometer, 100 miles. After leaving Needham McCurdy had some difficulty in deciphering his cyclometer, and made no further attempts at recording his distance at the different points.

The following account of his journey was furnished the daily papers by Mr. McCurdy: —

"He left Hotel Boscobel, Lynn, at 10.03 o'clock, Thursday evening, and went to Salem, where he lunched, and then continued to Rowley and Marblehead, whence he returned to Lynn, and then started for Brighton, where he arrived at the Faneuil House at 5.15 A. M., and his cyclometer, which had been previously tested, showed a distance of 83½ miles covered. Having been rubbed down and eaten a breakfast of steak, tea, and toast, he set out again at 5.48 A. M., accompanied by Theodore Ruthe, of the Boston Club. The road was then taken to and through this city, by way of Brighton avenue, Chester park, Hancock street, and Adams street, from which place a circuitous route was made through Milton, Wellesley, Needham, Dedham, and back to the Faneuil House, which he reached at 11.44 A. M., with a cyclometer credit of 145½ miles. A rest of ten minutes was here taken, during which a lunch of rare beef, tea, and bread was eaten. At precisely 12.30 P. M. McCurdy again set out, with C. R. Overman, of the Boston club, as pace-maker, and Cambridge and other towns were passed through, until East Saugus was reached, where W. A. Bond, of the Lynn Bicycle Club, made the speed. From East Saugus the men went to the Boscobel House, where a five-minute rest was taken. Swampscott, Marblehead, Salem, Beverly, Wenham, Ipswich, and Rowley were the next towns passed through. At this latter place a hospitable reception was accorded at the Eagle House, after which the duo commenced their homeward journey. Arriving at Ipswich, a team was encountered, obstructing the way. In endeavoring to get round it, McCurdy was knocked off his machine by the horse, and sustained a sprain of the wrist, and scraped his leg with the handle bar. Pluckily remounting, Wenham, Beverly, Salem, and Lynn were again passed through, and at the latter place an ovation was accorded the riders by the members of the Lynn Club. At 7.30 P. M. he was credited with 218 miles. East Saugus and Malden were next visited, and in the latter place both men had a fall. Medford and Cambridge were next traversed, and at 9.20 P. M. he once more arrived at the Faneuil House, having been delayed beyond the expected time of arrival by the accidents, and a strong wind, which he encountered between Brighton and Lynn. Waiting only

sufficiently long to take some beef tea, be rubbed down, and have his cyclometer read for 230 miles, Messrs. A. H. Overman, C. R. Overman, and F. F. Ives took him in charge, and, having piloted him around the reservoir, got back to the Faneuil House at exactly 9.54 P. M., having made 233 1-6 miles in 23h. 51m., including all stops, beating the previous record of L. D. Munger, of Detroit, of 211½ miles."

Mr. McCurdy was born in Salem, Mass., and is nineteen years old. He is now a resident of Lynn, and a member of the Lynn Cycle Club, and also the Hawthorne Club, of Salem. He rode a Victor bicycle, which stood the test well. We have had no proof of the record and shall not accept it till we do. Our postal cards cover 100 miles only, and there are some discrepancies which must be cleared up.

#### Fall Field Day.

THE Massachusetts Division, L. A. W., held its fall field day at Worcester, on Thursday, 24 September. The threatening weather of the morning kept many wheelmen at home, and there was a small attendance. Lincoln Park, at Lake Quinsigamond, was the meeting place, and the Worcester Bicycle Club were the hosts. The day was spent in field sports, baseball, tug-of-war, boating, etc., and the programme included a sail down the lake to Quinsigamond Park in the afternoon. Great interest centered in a tug-of-war between the Worcester Club and the visitors, in which the visitors won. Dinner was served in the dancing pavilion. It was a pleasant occasion for all who attended.

#### From a Feminine Point of View.

I WAS talking with Mrs. —, the other day, when she brought up a subject that I discussed at length in these columns a short time since. She thought the idea of naming our machines was a very good one, but said there would be little satisfaction in carrying it out, because, forsooth, the average wheelman changes his machine so many times.

"I NO sooner get attached to a cycle," said she, "than my husband tells me that it is all out of date, and that I ought to have such and such a machine, which he then proceeds to extol. The fashion in machines changes more often than the fashion in dress, and the woman who has a cycling husband can retaliate upon him when he inveighs about the many changes in bonnets." Mrs. — is a very positive woman. She is slow to express an opinion, but when she takes a position, she can generally maintain it with credit.

"I HAVE tried about everything," said she, "for my husband always wants the

latest, and I never express surprise nowadays when he tells me that he has exchanged my wheel for a better one and paid so much 'to boot,' as he expresses it. Oh, no; I can't think of naming a wheel, for I don't have one long enough to get well acquainted with it, and I never like to be familiar on short acquaintance, not even with a wheel."

THE weak point in the argument of Mrs. — is, that it is a case of special pleading. Not all of us are situated as Mrs. — is, with a husband who can provide us with machines *ad lib.* and follow the improvements as closely as my lady of fashion does the changes in dress. I am not prepared to give up my ideas yet awhile.

I NOTICE with fear and trembling a tendency on the part of makers to depart from the types of machines suitable for ladies. It was only a few years ago that makers were bidding for lady patronage, and claims were made that this machine or that machine was suitable for a lady to ride. Very loud claims were made for the open front machines, and makers of these were wont to say that no other form was suitable for a lady. I find the bath chair pattern very comfortable nevertheless.

BUT now, I am told, the bath chair pattern is going out, and the bicycle steerer is coming in. They tell me that the old familiar form is not good for speed, and that its want of success on the race track will lead to its abandonment.

I TOOK a good look at the machines at Springfield, which I thought to be types of those to be made in future. I did not see one that could be ridden by a lady. The Cripper, the Humber, the new racers built by the Pope Manufacturing Company, all were the same. Must we read our fate in the desire on the part of the gentlemen for speed? I am afraid so.

I DO not think that we shall have to give up the wheel, for we are numerous enough to call for some attention from the makers; but I do think that if the ladies and the gentlemen ride different types, that of the latter will receive more attention and will be built more carefully than that of the former. The maker always caters to his best customers, and "anything is good enough" for those who buy in small quantities.

It would be very convenient if Mr. Stall were ubiquitous, for I doubt not every lady rider has been in a position where his heroic method of correcting the manners of young men would be welcome. It is unfortunate that we have to play the target for rude remarks from boys and men, and it speaks not well for the breeding of mankind that this is so.



It is not a little annoying to hear, "Go it, Sissy!" and it does not improve one's temper to hear "I'll bet on the green jacket!" These remarks are innocent enough in themselves, but there is a line beyond which innocence becomes impertinence. The public wants a deal of educating yet. Any community in which ladies were annoyed on the sidewalk as ladies are now annoyed on the wheel, would be corrected by the law. I hope to see the time when tricyclists shall enjoy the same immunity from insult that pedestrians now have.

I HAVE had it whispered in my ear that there is to be a run, or a picnic, or something of the kind, in which all the ladies of Boston and vicinity will be invited to join. I predict a grand time, but I fear that the great city itself will be a bar to a large gathering, for the lady riders are for the most part in the suburbs, and those on either side will hardly face the difficulty of getting across the city.

THE joy of cycling is never emphasized as it is at this season. Nature has been laying brilliant colors on the foliage, and the cool air invites us to exercise. Let us ride while we can, for the winter is not far distant, when our machines will be housed and we shall take delight only in the memory of the past associated with hope for the future. DAISIE.

#### Amateurism and "Makers' Amateurs."

From Sporting Life.

SIR, — It is impossible to allow the present position of our sport to remain in comparative oblivion as regards amateurism and "makers' amateurs," and having personally "tackled" many of the leading amateurs on the question in numerous parts of England during my visit to that country, I can speak with some authority on the subject. From a manufacturer's point of view, it is important that the prominent and principal amateurs bestride their machines, and so soon as a moderate man has accomplished a fair performance, he is offered machines as presents; they are lent, or otherwise promised to become his own property, after he has scored certain victories, etc. He is persuaded to train under experienced hands, and a fixed sum is offered as his weekly salary, and besides his expenses are paid. There are dozens of men on the path who have given up their former professions to become "makers' amateurs," and openly accept a situation in the manufacturers' agencies, or at their works. It is justice to the genuine amateurs and the professional fraternity, it would be as well to sift some of the affairs of the "makers' amateurs" and amateurs. Can any one inform the cycling world who is paying the passage and expenses of the majority of those amateurs who have recently sailed to America? Have they paid for their machines? Are they not in the

employ of manufacturers? Have they gone without the assistance from their several manufacturers — from a financial and trade point of view? Personally, I am confident several have gone solely in the interest of the manufacturers for whom they are engaged to ride, and their passage and expenses are paid. I can remember when one of our amateur champions was employed on the banks of the coaly Tyne, but when his cycling powers became apparent, and his plucky and fine riding brought him prominent amongst Northern amateurs, he found wheeling a better "game" than hard toil, and now does little else but amateur bicycling. Another of our prominent wheelmen, who used to indulge in very hard work, has since given his whole attention to amateur cycling, and appears to find the sport sufficiently attractive. Again, a manufacturer's son, who used to bring his father's name prominent amongst makers of "feather-weight" wheels, has left for the United States, representing another firm. Would it not be more praiseworthy, on the part of these distinguished "amateurs," to ride openly for money, and throw off the cloak of amateurism? The N. C. U. are either "asleep," or prefer to wink at the business. What a proof of the absurd law of amateurism is the pending quarrel between the N. C. U., the N. C. A., and A. A. A., which shows clearly to all cyclists that amateurism, in respect to wheeling, is bosh. The deeper one goes into the humbug of amateurism, in connection with wheeling, the worse the aspect of affairs appears.

Amateurism in England, so far as cycling is concerned, is a complete "comedy in numberless acts," and experience has shown not a few that it would be far better were the existing difference of definition between amateurs and professionals "knocked on the head" altogether, and the more sensible laws of France and Italy followed, where every man is free to ride for money prizes, objects of art, medals, and every description of prize he may think proper to compete for. Wheeling — as a sport — should be compared to horse-racing, rowing, etc., where amateurs and professionals are allowed to compete in any event, or against each other, according to the occasion. What youth would refuse a £5 note in place of a clock? — by the way, R. H. English won his fifteenth at Leicester. The practice of giving value prizes on tradesmen is usual in many towns — and not half a bad idea; still, what is a clock, a cruet stand, or cup to the amateurs on the path at the present day? The majority would be far better off with a £5 note. Amateurism in many parts of London may be all genuine enough, but take the state of affairs all over England; mix amongst the supposed amateurs, and you'll find some that are a disgrace to such a designation. I found, on recently visiting the North, an amateur event was on the tapis, and it was really amusing to witness the amateurs

who assembled there. The majority were pitmen, coalheavers, or men employed at iron-works and factories, and their racing "costumes" were mostly tied up in an old red handkerchief. They were one and all surrounded with their "clique of pals" waiting anxiously to get their "bobs and half-dollars" on. Of course we are fully aware that these men are our "honest sons of toil," and when these men compete for cups and other objects of amateurism one cannot help remarking that it would be far better if the winners had their prizes in money, as it might go towards helping many a man out of small difficulties. However, such is the fallacy of amateurism, and the sooner a big stir takes place in official quarters the better for the sport of cycling in this country. Yours, etc.,

H. O. DUNCAN,  
(Fifty Miles Professional Champion of the World.)

MONTPELLIER, FRANCE.

#### Notes by the Way.

I HAVE been asked, "Why don't you give us your impressions of Springfield?" and I have replied, that I like to be odd. When all others are talking about the weather, I like to discuss theology; and when theology is broached, I like to talk about morality; so that I may be as far away from the point as possible. Everybody is talking about Springfield, and I think the subject will be well covered.

YES, I was there, and saw it all. I condensed a fortnight of fun into three days of twenty-four hours each. I shall be glad when the twenty-four o'clock idea comes in, for the ordinary day is not long enough for such occasions. We have no use for the night then. As a sleep promoter, night is a great success, but we have no use for it at Springfield.

I THINK I might write to advantage on the great meet, for, with my love for oddity, I should lift the veil upon a great many scenes that the ordinary reporter skips. They have told us about the meeting of the P. W. B. and the D. E. T., but they have not told all. I have failed to read about the dinner held by the Boston Club, and while the success of certain machines has been heralded, we have heard nothing of the why and wherefore of certain breakages. I might write a whole essay to prove that the ordinary herdic of commerce cannot carry eleven men without a breakdown, and I could dilate for hours upon etiquette at the theatre, but I forbear. It will not do.

MINE host Taft, of Boston, was once asked the secret of his success as a landlord, and he replied: "I hear nothing, see little, remember nothing." Your average reporter has taken a leaf from Mr. Taft's book.

# RUDGE RECORDS.

ANY BICYCLE CAN WIN A RACE.

Every Bicycle CANNOT make a Record.

ONE MILE.

RUDGE

RACER,

2.31½.

ONE MILE.

RUDGE

SAFETY,

2.43.



We regret to say that we have not space to insert all of our other records; suffice it to say that we have every record inclusive from

3 TO 20 MILES.

SOLE U. S. AGENTS.

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# THE "CLUB" SAFETY!

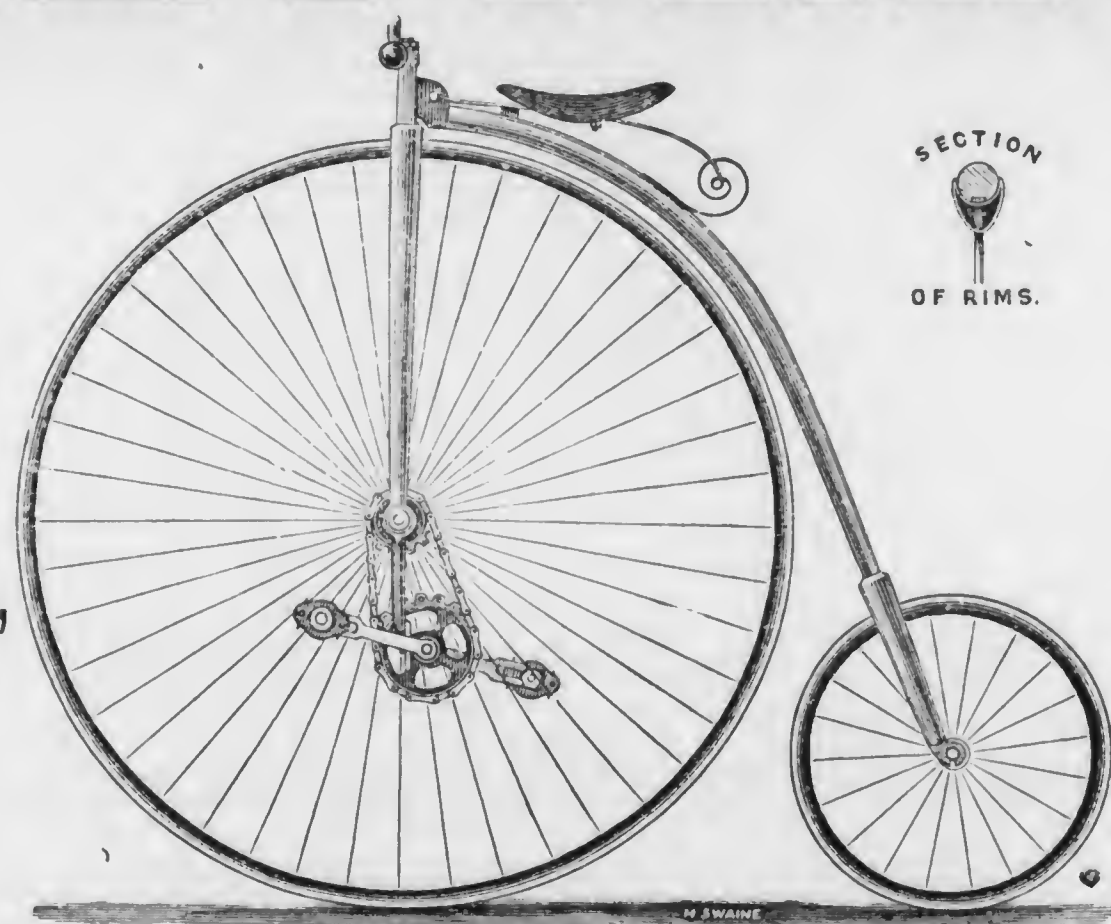
— AT —  
Springfield, Mass., September 9th, 1885.  
**RECORDS.**

HALF MILE,

1.25<sup>3</sup>/<sub>4</sub>.

THREE FOURTHS MILE,

2.8<sup>4</sup>/<sub>5</sub>,



2  
MILES,

6.05.

The Strongest, Fastest, and Most Perfect Safety Made.

THE  
**COVENTRY MACHINISTS' CO.**  
(LIMITED)  
239 COLUMBUS AVENUE,  
BOSTON.

ONE little incident has not yet got into the papers. One of our English friends, who was unfamiliar with our luggage checking system (I say "luggage," because that is English, you know) told me his experience with the railroad people. "When I went to the train, they took my luggage from me, you know, and gave me some brasses, and when I'd got here I'd lost the bloody, blooming brasses, you know, and I could n't get my traps, you know."

TOMMY LAMBERT was a conspicuous figure on the track, and the local papers did not fail to notice him. They said he used his monocle in a way to excite the envy of all American dudes, and Tommy wondered which one of his cycles they referred to.

BUT I must let Springfield alone, lest I meet the fate of the man that Stockton tells about in one of his latest tales. The story goes that a young author fell deeply in love and married the object of his affections. In the enthusiasm of the honeymoon, he wrote a story that "caught the grand stand." It was talked over in the clubs, read in my lady's boudoir, discussed on the street corner, and sold by thousands. It brought the author into prominence, and placed him among the leading writers of the day. He was the idol of the hour, the model for all literary aspirants.

His next story appeared after he had been married a year. It fell flat. The proverbial pancake was not flatter than its fall. There was no heaven-inspired genius behind it. People read it and said, "Can the same man have written the two stories?" He tried again, and again the public would not read him. His genius was gone. He became a hack-writer on a weekly paper at a modest salary. Want drove him to this, for the publishers refused to buy stories that the public would not read, and a very large wolf was sitting on the doorstep of the author's house.

THEN came to them a baby. It was only an ordinary baby to the cold and heartless world, but to the author it was a white-winged messenger from the skies sent to bless and to cheer them. Again came a fit of enthusiasm, and in the full glow of it our hero sat down to write a story. He finished it and read it to his wife. At the conclusion of his reading they looked into one another's eyes and read the same thought. It was a story from the pen of heaven-inspired genius; better than the former success, in that it showed maturer and better digested thoughts. It would not do. They saw a brilliant success staring them in the face, but they looked beyond and saw the drop. There is no enthusiasm inspired by the second baby. They talked the matter over, and finally decided that it would not do. They buried the story in

the depths of their biggest trunk, and the author made provisions in his will for the publication of it after his death. He had no dread of its success then.

IF I should let myself out on Springfield, I have a fear that no future effort of mine would be read, but I should expect to be left by the mass of my friends among the literary wrecks that strew the sands of time.

BY THE WAY.

## CURRENTS CALAMO

### On Corey Hill.

FULL many moons shall pass away,  
Before our good friend Captain A.

Will mount a bike;

When next he craves for cycling fun,  
We'll find him entered in the run  
Upon a trike.

'T was that much "tipped-up" Corey Hill  
That made the captain feel so ill.

He took a book one pleasant day,  
"I'll coast and read," we heard him say.

But gravely stood upon his head

Instead,

And has more leisure than he'd like,  
To "tinker" on that twisted bike,—  
Great head! C. S. WADY.

THE latest novelty in lamp wicks is made of asbestos. It will not burn, and will therefore last for months.

A GRAND reception awaits the English wheelmen upon their arrival. A dinner has been arranged at the Holborn Restaurant, for 10 October.

OUR bicycle record for twenty-four hours now exceeds the English tricycle record. We shall soon be even with them.

AFTER looking at our record sheet, we like to think about the "Puritan."

THE great hundred mile road race will bring out some strong riders this year.

WE should be glad to know that two American riders had made twenty miles in the hour, but we can't fly in the face of facts. We are certain, however, that Burnham could have done it had he made up his mind earlier.

THE *Cyclist* report of the Springfield meet was cabled on the day of the meeting. *Wheeling's* representative waited till the next morning and got left.

THE racing season is about over. Now take your dress-coat out of pawn.

RUDGE & Co. will hold a twenty-four hour tricycle road race this week. Entries will be confined to riders of the Rotary tricycle, and a gold chronometer will go to the winner, with smaller prizes to those who beat the record.

COREY is a great fellow to take away a man's glory. In 1883 he waited till the Springfield tournament was over and then took nearly all the records. This year he let Humber & Co. take everything, and then put Webber on to beat all previous

records. And now he has taken away Fred Wood's grand record. We wonder if Corey ever read the tenth commandment.

OUR correspondent Daisie is a little in error regarding the Crippler. The ordinary machine is not like the racer, and it can be ridden by a lady.

*Wheeling*, in its report of the Hartford races, tells of a contest in fancy riding in which Mr. Canary was the winner.

MR. DUCKER tell us that he is done with the tournament business, but he said this last year. We are afraid that there is as much temptation in the word "tournament" to Mr. Ducker, as there is in whiskey to a dipsomaniac.

THE visit of the English wheelmen has been a most pleasant one on all sides. They have left a good impression behind them, and there is no unsavory odor connected with their stay among us. The experience of past years has not been repeated.

HARRY ETHERINGTON, Leeming, and Dan Canary were in the "Republic" en route for England. The "Republic" was run into by the "Aurania," in New York harbor, and had to put back. Dan came ashore, and now he says he will wait till they build a bridge before he goes over.

IT was with no little surprise that we read the Sunday despatches announcing the sudden death of Cola E. Stone. We had just received a letter from St. Louis, in which it was stated that one of the broken bones in his hand refused to knit, and he was suffering a great deal of pain. We have received no direct advices from St. Louis, but the press despatches state that it was a case of suicide. In the death of Stone, cycling has met with a great loss. He was the recognized leader in everything pertaining to the wheel in St. Louis, and his influence was widely felt in the West. With no great polish in his manners, he had a big heart and a generous nature, and he drew around him a circle of warm friends. Over the signature "Eph" he has brightened our columns with letters from St. Louis that have been enjoyed for their quaintness and outspoken opinions. He was a member of the St. Louis Ramblers' Bicycle Club, and prominently identified with the organization's success.

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# THE "CLUB" SAFETY!

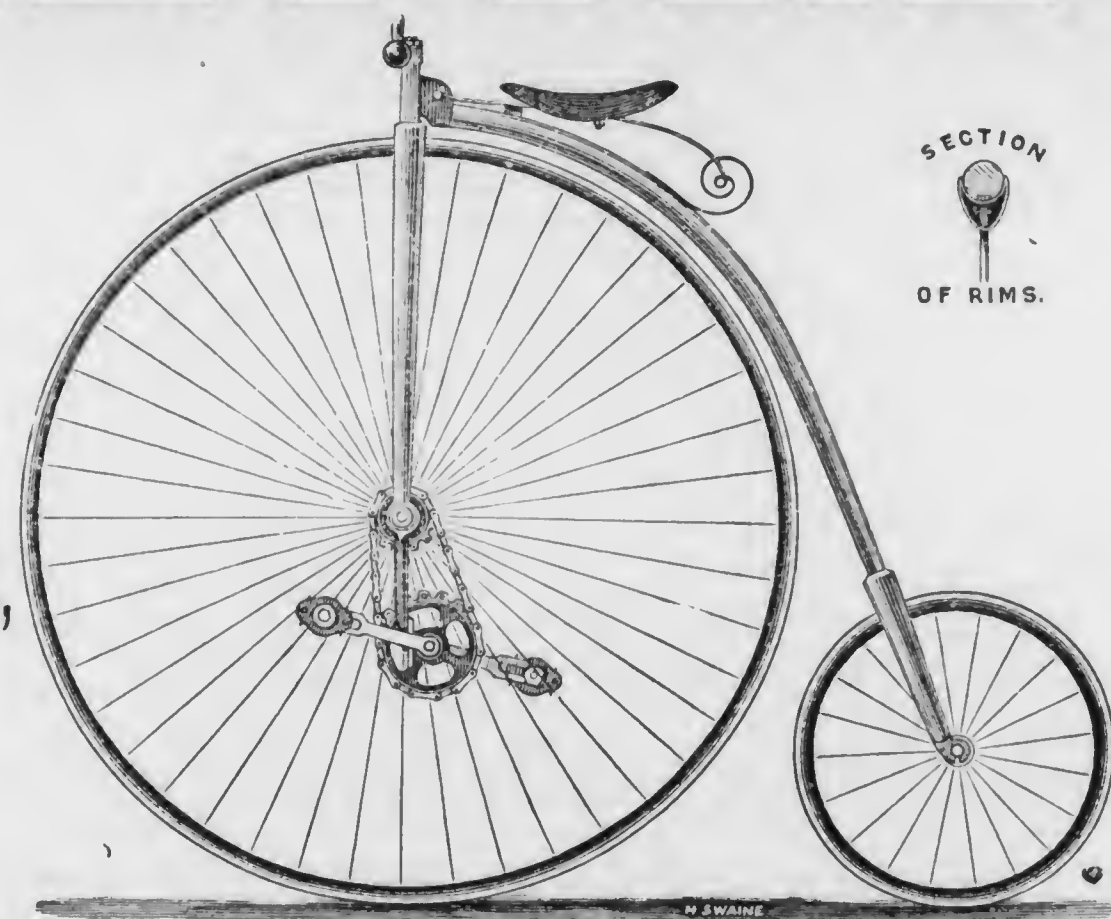
— AT —  
Springfield, Mass., September 9th, 1885.  
**RECORDS.**

HALF MILE,

1.25 $\frac{3}{4}$ .

THREE FOURTHS MILE,

2.8 $\frac{1}{2}$ .



SECTION  
OF RIMS.

2

MILES,

6.05.

The Strongest, Fastest, and Most Perfect Safety Made.

THE  
**COVENTRY MACHINISTS' CO.**  
(LIMITED)  
239 COLUMBUS AVENUE,  
BOSTON.

ONE little incident has not yet got into the papers. One of our English friends, who was unfamiliar with our luggage checking system (I say "luggage," because that is English, you know) told me his experience with the railroad people. "When I went to the train, they took my luggage from me, you know, and gave me some brasses, and when I'd got here I'd lost the bloody, blooming brasses, you know, and I could n't get my traps, you know."

TOMMY LAMBERT was a conspicuous figure on the track, and the local papers did not fail to notice him. They said he used his monocle in a way to excite the envy of all American duds, and Tommy wondered which one of his cycles they referred to.

BUT I must let Springfield alone, lest I meet the fate of the man that Stockton tells about in one of his latest tales. The story goes that a young author fell deeply in love and married the object of his affections. In the enthusiasm of the honeymoon, he wrote a story that "caught the grand stand." It was talked over in the clubs, read in my lady's boudoir, discussed on the street corner, and sold by thousands. It brought the author into prominence, and placed him among the leading writers of the day. He was the idol of the hour, the model for all literary aspirants.

HIS next story appeared after he had been married a year. It fell flat. The proverbial pancake was not flatter than its fall. There was no heaven-inspired genius behind it. People read it and said, "Can the same man have written the two stories?" He tried again, and again the public would not read him. His genius was gone. He became a hack-writer on a weekly paper at a modest salary. Want drove him to this, for the publishers refused to buy stories that the public would not read, and a very large wolf was sitting on the doorstep of the author's house.

THEN came to them a baby. It was only an ordinary baby to the cold and heartless world, but to the author it was a white-winged messenger from the skies sent to bless and to cheer them. Again came a fit of enthusiasm, and in the full glow of it our hero sat down to write a story. He finished it and read it to his wife. At the conclusion of his reading they looked into one another's eyes and read the same thought. It was a story from the pen of heaven-inspired genius; better than the former success, in that it showed maturer and better digested thoughts. It would not do. They saw a brilliant success staring them in the face, but they looked beyond and saw the drop. There is no enthusiasm inspired by the second baby. They talked the matter over, and finally decided that it would not do. They buried the story in

the depths of their biggest trunk, and the author made provisions in his will for the publication of it after his death. He had no dread of its success then.

IF I should let myself out on Springfield, I have a fear that no future effort of mine would be read, but I should expect to be left by the mass of my friends among the literary wrecks that strew the sands of time.

BY THE WAY.

## CURRENTS CALAMO

### On Corey Hill.

FULL many moons shall pass away,  
Before our good friend Captain A.

Will mount a bike;  
When next he craves for cycling fun,  
We'll find him entered in the run  
Upon a trike.

'T was that much "tipped-up" Corey Hill  
That made the captain feel so ill.  
He took a book one pleasant day,  
'I'll coast and read," we heard him say.

But gravely stood upon his head  
Instead,  
And has more leisure than he'd like,  
To "tinker" on that twisted bike,—  
Great head! C. S. WADY.

THE latest novelty in lamp wicks is made of asbestos. It will not burn, and will therefore last for months.

A GRAND reception awaits the English wheelmen upon their arrival. A dinner has been arranged at the Holborn Restaurant, for 10 October.

OUR bicycle record for twenty-four hours now exceeds the English tricycle record. We shall soon be even with them.

AFTER looking at our record sheet, we like to think about the "Puritan."

THE great hundred mile road race will bring out some strong riders this year.

WE should be glad to know that two American riders had made twenty miles in the hour, but we can't fly in the face of facts. We are certain, however, that Burnham could have done it had he made up his mind earlier.

THE *Cyclist* report of the Springfield meet was cabled on the day of the meeting. *Wheeling's* representative waited till the next morning and got left.

THE racing season is about over. Now take your dress-coat out of pawn.

RUDGE & Co. will hold a twenty-four hour tricycle road race this week. Entries will be confined to riders of the Rotary tricycle, and a gold chronometer will go to the winner, with smaller prizes to those who beat the record.

COREY is a great fellow to take away a man's glory. In 1883 he waited till the Springfield tournament was over and then took nearly all the records. This year he let Humber & Co. take everything, and then put Webber on to beat all previous

records. And now he has taken away Fred Wood's grand record. We wonder if Corey ever read the tenth commandment.

OUR correspondent Daisie is a little in error regarding the Crippler. The ordinary machine is not like the racer, and it can be ridden by a lady.

*Wheeling*, in its report of the Hartford races, tells of a contest in fancy riding in which Mr. Canary was the winner.

MR. DUCKER tell us that he is done with the tournament business, but he said this last year. We are afraid that there is as much temptation in the word "tournament" to Mr. Ducker, as there is in whiskey to a dipsomaniac.

THE visit of the English wheelmen has been a most pleasant one on all sides. They have left a good impression behind them, and there is no unsavory odor connected with their stay among us. The experience of past years has not been repeated.

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WHEELMEN will appreciate the fine piece of macadam the city is laying down on the hill approaching Pemberton Square.

MARTIN F. SCHAEFER, Chas. B. Reese, and John J. Mosher, members of the Genesee Bicycle Club, made a run from Rochester to Buffalo and back 27 September. The distance covered was 147½ miles by a cyclometer, and the time, including all stops, 21 hours and 20 minutes.

GIDEON HAYNES, Jr., with W. B. Everett & Co., sails for England next Saturday, where he is to remain for about three months. He will make a tour of all the cycle factories, and return home with many new ideas and some new styles of machines for the 1886 market.

BOTH of the Boston clubs are viewing with dismay the rapid accumulation of tricycles in their wheel rooms.

WE understand that Lewis T. Frye would like to go into wheeling once more, but will not do so as a professional.

WE would like to know what will satisfy our English friends that our records are correct. We have time and again begged of representatives of the wheeling interests of that country to check our timers, and when they have done so they have acknowledged our correctness. Our records are not recorded behind a fence.

NEW league headquarters, 506 Walnut street, Philadelphia. Call on the editor at any time, and make yourself free with the exchanges.

FOR a club with little experience in racing, the Massachusetts captured a good many bests.

PROBABLY the crowd Howelled when he broke the record.

MR. JOHN S. ROGERS gracefully retires as a candidate for representative from Missouri. He does not want it enough to make a fight for it.

PAPA WESTON came to town this week. He is not yet fully recovered, and is still in pursuit of health and strength.

MR. ALFRED NIXON, captain of the Crystal Palace Tricycle Club, on Wednesday, 16 Sept., left the Land's End Hotel, Cornwall, to ride by the usual route to John o' Groats, in the extreme north of Scotland. His object is to beat the record at present held by Fletcher, of Liverpool, and he expects to be able to accomplish the journey within seven days. He made 122 miles the first and 195 miles the second day.

THE Springfield Bicycle Club has forwarded to Mr. Abbot Bassett, referee of the tournaments of 1884 and 1885, a valuable gold watch chain and charm, as a mark of their appreciation of his services, and also a token of regard and esteem. It seems unnecessary to say that the gift is appreciated, and that it is valued as a souvenir of two very pleasant occasions, and a reminder of the generous donors, who never do things save in a liberal and whole-souled manner. Mr. Bassett

also carries a silver-headed cane as a souvenir of the Providence Club races. Who would not be a referee?

THANKSGIVING Day, 28 November, will occur the third annual Hare and Hounds chase, under the auspices of the Chicago Bicycle Club. On this occasion each of the city clubs will be invited to appoint one or two men to represent them as Hares, and the entire club to participate as Hounds. The course will be twenty-five miles, and will be from the club-house to South Chicago and return.

A GREAT nuisance is caused by a number of so-called amateurs around Boston, who will go around to every manufacturer to borrow a machine to break a record. Nine times out of ten, he will get a machine, ride it for a while, and then return it, expecting the manufacturer to thank him for trying it. One of these so-called amateurs called on a manufacturer the other day, expecting the loan of a machine, and was politely informed that if he wished a machine he must pay for it, as he was tired of lending his wheels to every Tom, Dick, and Harry. The manufacturers should stop it before it becomes worse. — *Exchange*.

WEDNESDAY, of last week, as Mr. Joseph Powell, of Smithville, N. J., was riding on Hamilton Park, New Haven, he met with an accident, which resulted in bruising him considerably, smashing his little front wheel, and breaking the big wheel. A stone or stick on the track turned the little wheel at right angles with the other, and threw him and the bicycle against the fence with great force.

MR. H. B. SMITH, of the Smith Machine Company, returned Friday from a seven weeks' outing on the banks of the Charlat river. He brought with him a live moose, which he will take to his home in New Jersey, and have trained for driving.

MR. AND MRS. STALL recently rode seventy-five and three quarter miles in 48h., and made four miles in 17 minutes, on a tandem tricycle, and this without any attempt at special speeding.

FROM a St. Louis exchange of 27 Sept. we gather the following concerning the death of Cola E. Stone:—

"At 8.30 o'clock last evening Cola breathed his last, congestion of the stomach being the malady which conquered his powerful constitution. Friday afternoon he was in attendance at the races, apparently in the enjoyment of as good health as anybody, except that his wrist which he hurt at Springfield he was carrying in a sling.

He was taken sick yesterday morning, but his condition was not considered dangerous, and all the family attended the races yesterday afternoon, Percy, his next brother, taking part in some of the events. Last evening when the family came home he got up and took supper with them, and said he was feeling all right, except that his head was hurting him. Shortly afterwards he was taken

with a congestive chill, and Dr. Kershaw who was immediately summoned, was unable to do anything for him, the young man expiring in a short time. His brother Percy was at Pope's theatre at the time with the other members of the Ramblers' Club and their guests, enjoying the performance, when a messenger called him out and broke to him the news of his brother's sudden death. The other members of the club did not learn of the sad occurrence until after the theatre performance, and while they were enjoying a sociable at the Ramblers' club-house. J. S. Rogers, one of the members who had learned of it, made the announcement, and it created so much surprise that none of those present could believe he was in earnest. When they were finally assured of the fact, expressions of regret were universal, and the gathering broke up immediately.

Stone was a native of this city, and was twenty-two years and six months old. He was the oldest child of Prof. Charles H. Stone, of the Smith academy, Washington university. There are four other children, — two boys and two girls. The whole family, — father, mother, girls, and boys, — are strong advocates of bicycle and tricycle riding, and all of them ride machines. Cola was educated at the Washington university, and commenced riding a bicycle five or six years ago. He was believed by many to be the best amateur in America, and if he had lived, there is very little question that he would have won the amateur championship before another year had passed. At the recent Springfield, Mass., meeting he was winning the ten-mile League of American Wheelmen race, when on the last quarter of the last mile, George M. Hendee, the present champion, collided with him in trying to pass him, and both were thrown violently to the ground, Stone breaking two bones in his left wrist. It should be stated here that Dr. Kershaw gives it as his opinion, that this accident had nothing, whatever, to do with the young man's death. Cola had had similar attacks on previous occasions to the one which in this instance proved fatal.

At the last spring meeting of the Ramblers, held here, Stone rode the fastest mile ever made on a dirt or cinder track west of the Hudson river, defeating Weber, the "Star" man, in 2.46½. A couple of months ago Stone won the one hundred-mile road championship, and holds the road record for that distance, — 8 hours and 26 minutes. He made this, too, on a very heavy track. At the Ohio meeting at Akron, on 4 July, and at Omaha, in 1884, he swept everything before him.

His funeral took place Monday afternoon, and was attended by all the noted wheelmen of both this country and England who took part in the tournament that closed Saturday."

ATTORNEY J. S. DEAN — he is a full-fledged lawyer now — left his heart behind him in England, and expects to go back soon and reclaim it.

ARTHUR H. MACOWEN (Ninon Neckar) was in town this week.

## RACING NEWS.

C. O. DANFORTH, of the Cambridge Bicycle Club, and Gideon Haynes, Jr., of the Massachusetts Club, started last Tuesday evening to break A. A. McCurdy's twenty-four-hour record.

W. A. ROWE was down for an attempt to break the amateur one-mile bicycle record at St. Louis, Mo., on Wednesday. He is in good condition, and in a private trial went considerably below the record.

ON Tuesday last Richard Howell made another and a very successful attack on the mile record. Over 500 people were on Hampden Park, including a number of turfmen who had come on purpose to see if he could do as fast time as he was reported to have done. At exactly 5.15 P. M., Howell appeared on the track, followed by Brooks, who was to ride the last half mile with him, and at the flash of the pistol at 5.20, H. D. Corey pushed him off. Bending over his machine, he rounded the turn and shot up the backstretch, reaching the quarter pole in 39½s.; continuing on, he came down the homestretch at a rattling pace, doing the half mile in 1.15½. Just before he reached the half mile, Corey started Brooks and Howell after him for the last lap. Up the backstretch they went for the last time, reaching the three quarter pole in 1.53. Coming down the final homestretch, Howell put all in and flew across the tape in the unequalled time of 2.31½. The day was perfect, not a breath of wind stirring, and everything was in his favor. Every precaution was taken regarding the timing, and beside the official timekeepers of the Springfield Club, a number of prominent turfmen were invited into the judges' stand to clock him and compare with the official timekeepers. All three timers agreed exactly, except one, who made it one fifth less, but the slowest time was given as official. If this is beaten before his return to England, he feels confident he can put it still lower. The officials were as follows: Referee, Dr. H. E. Rice; judges, Sanford Lawton, F. R. Brown, C. A. Fisk; starter, D. A. Miller; timers (official), O. N. Whipple, W. C. Marsh, A. O. McGarrett, G. M. Stearns. Howell rode a 59-inch Rudge machine which weighed twenty-two pounds.

## St. Louis Tournament.

ST. LOUIS, 25 and 26 September. — Fine weather, an excellent programme, and the presentation of the leading representatives of the wheel from all parts of the world were not attractive enough to make the St. Louis Ramblers' meeting a success financially. The track was in good condition, and the racing was all that men in fine form, and with moderately cool, bracing weather could make

it. The contests, in the main, were close and exciting.

## FIRST DAY.

*One Mile, Novice.* — A. A. Hart (1), 3.15½; J. A. Lewis (2).

*Five Mile Lap, Professional.* — W. M. Woodside (1), 16.54½; R. A. Neilson (2). John S. Prince entered, but retired early.

*Two Mile Tricycle.* — S. G. Whittaker (1), 9.56; R. Cripps (2), by half a length. *Three Mile.* — W. A. Rowe (1), 9.45½; E. P. Burnham (2); W. F. Knapp (3).

*Two Mile, 6.20 Class.* — S. G. Whittaker (1), 6.25½; P. W. Stone (2); A. A. Hart (3).

*One Mile Professional.* — W. M. Woodside (1), 2.58; J. S. Prince (2); R. A. Neilson (3).

*One Mile.* — Geo. E. Weber (1), 3.30½; W. A. Rowe (2); W. F. Knapp (3).

*Three Mile, 9.30 Class.* — S. G. Whittaker (1), 9.53; G. T. Snyder (2).

## SECOND DAY.

*One Mile.* — Robert Cripps (1), 2.54½; W. F. Knapp (2); Geo. E. Weber (3).

*Two Mile Professional.* — J. S. Prince (1), 6.14; W. M. Woodside (2); R. A. Neilson (3).

*Half Mile.* — C. E. Kluge (1), 1.26½; Geo. E. Weber (2); W. F. Knapp (3).

*One Mile Tricycle.* — S. G. Whittaker (1), 3.20; R. Cripps (2).

*One Mile.* — S. G. Whittaker (1), 3.6; G. T. Snyder (2); A. A. Hart (3).

*Five Mile.* — W. F. Knapp (1), 15.59; E. P. Burnham (2); Geo. E. Weber (3).

*One Mile Professional.* — J. S. Prince (1), 3.1½; R. James (2); R. A. Neilson (3).

*Three Mile.* — W. A. Rowe (1), 9.15; R. Cripps (2); E. P. Burnham (3).

BUFFALO, N. Y., 17 September. Ramblers' Club. — *One Mile, best two in three heats.* — J. S. Hedge won first and third heats in 3.18 and 3.10; A. Drumme won second heat in 3.56; W. H. Bergbold (o); P. M. Thorne (o); W. J. Curtiss (o).

BATAVIA, N. Y., 19 September. — *One Mile, best two in three heats.* — G. Weber won two straight heats in 3.16 and 3.12; J. S. Hedge (2), C. A. Smith (3), P. Cochrane (4), C. J. Lund (5), R. P. Brail (6), E. H. Gamble (7).

TOLEDO, O., 16 September. — *One Mile.* — N. Waite, 3.45.

*Half Mile, Boys.* — E. Thomas, 2.6½.

*Slow Race, 50 yards.* — W. Morgan, 2.12.

*One Mile Record Race.* — A. Taylor, 3.50.

*One Mile, Consolation.* — H. Waite, 4.7½.

CLEVELAND, 19 September. — The Cleveland Club held races for the two and five mile championship of the club, 19 September. The two-mile race was won by W. S. Upson in 6.18½. The five-mile race had two contestants, Geo. T. Snyder and W. S. Upson. Snyder led all the way round, and lapped Upson at the end of the fourth mile. He rode the first mile very fast. The time was: 2.47,

6.06, 9.21, 12.36, 15.45. This beats the State record for three, four, and five miles. Snyder also holds the mile State record, 2.44½, and C. E. Stone and W. F. Knapp jointly the two mile, 5.54½. Between the two races W. F. Knapp rode an exhibition mile, making it in the quarter time of 41, 1.20½, 2.03½, 2.46½.

PONTIAC, MICH., 15 September. — *One Mile, 3.20 Class.* — L. Goodman, Birmingham, 3.31½; F. X. Spranger, Jr., Detroit, 3.33½.

*Half Mile, Boys under fifteen years.* — Bigelow, Birmingham, 1.52.

*One Mile, Novices.* — S. I. Slade, Birmingham, 3.25; J. Hanley, Detroit, 3.35.

*One Mile, Star Machines.* — J. H. Davis, 3.39½; Campbell, 3.41.

*Five Miles.* — L. D. Munger, 16.59; C. D. Keyes, Farmington, 17.10; F. N. Warner, Farmington (3). Fancy riding by C. E. Dudley, Detroit.

THE LEIPSIK MEET. — The international bicycle meet at Leipsic, Germany, during the early part of the current month, was largely attended. In the Haupt-Rennen race, the event of the programme, distance 10,000 metres, six and a quarter miles, the following were the results: George Lacy Hillier, London, Stanley C. C. (1), by ten metres, in 19.14½, best on record for Germany; the previous record was 19.57. Johann Pundt, Berlin, Berliner B. C. (2); Josef Schwarz, Muncheon (3); Fritz Emberg, Berlin (4); Peter Kohout, Prague (o).

MINNEAPOLIS, MINN., 22 September. — Third annual meet of the Minnesota Division L. A. W. Races at the Fair Grounds:—

*One Mile Novice.* — C. A. Morrison (1), 3.13½; Wesley Wing (2), 3.14½.

*One Mile, Open.* — N. H. Van Sicklen (1), 2.57½; Grant Bell (2), 3.6½.

*Half Mile, State Championship.* — E. L. Savage (1), 1.36½; Frank Gutter (2), 1.38.

*Three Mile, Team Race.* — St. Paul team (1), 33 points.

*Five Mile.* — N. H. Van Sicklen (1), 17.46½; Grant Bell (2), 17.50.

*Twenty Mile, Pope Cup.* — N. H. Van Sicklen (1), 1.8.25. Only one starter.

*Quarter Mile Unicycle.* — R. H. Spear, 53½s. Run against time.

*One Mile, 3.30 Class.* — Grant Bell (1), 3.12.

TORONTO, CANADA, 17 September. — The fifty mile bicycle race for the Invinible trophy came off 17 September, on the Rosedale grounds. Out of twenty or more entries, eleven riders came to the scratch. H. Clarke, Woodstock (1), 3.7.22; H. Davies (2), by a lap and a half. The leaders were timed, as per the table below. Above twenty-five miles, the times are ahead of the American record:—

Leader.	Distance.	Time.
Johnson.....	5 miles.....	17.43
Johnson.....	10 ".....	36.04
Davies.....	15 ".....	54.22
Davies.....	20 ".....	1.11.53



Davies ..... 25 miles. .... 1.30.02  
 Davies ..... 30 " ..... 1.48.13  
 Davies ..... 35 " ..... 2.07.36  
 Davies ..... 40 " ..... 2.27.16  
 Clarke ..... 45 " ..... 2.43.55  
 Clarke ..... 50 " ..... 3.07.22

HAVERHILL, 26 September, 1885. — Races at Kenosha Park, under the auspices of the Pentucket Wheel Club.

*Two Mile, Novice.* — Lewis H. Harriman (1), 6.30; Arthur Howes (2), 6.35.

*Three Mile, Lap.* — W. T. Burns (1), 10.52.

*One Mile, Club.* — F. H. Fernald (1), 3.19; H. E. Guptill (2), 3.20; C. E. Dole (3), 3.21.

*One Mile.* — L. H. Harriman (1), 3.9; R. Burns (2), 3.13.

*One Mile, Tricycle.* — H. E. Guptill (1), 4.40; G. A. Burnham (2), 4.52.

BOSTON, 26 September. — Road races of the Massachusetts Club.

*Fifty Mile Race.* — Route: Beacon street to Great sign boards, Washington street to West Newton, Watertown street, Galen street to Watertown, then Main street, Spring street, over the hill to Common street, to Belmont station, then by Leonard street to Moore street, to Pleasant street, to Arlington, thence along Arlington avenue, Medford street, to West Medford and Medford, Pleasant street to Malden square, Salem street, over Tower Hill, Boston street, Federal street, past Boscobel Hotel, at Lynn, North Common street, left by Essex street, to Swampscott, to turning point beyond the Salem and Swampscott line; return over the same route to Medford square, and then by Main street past Mystic Park and under bridge, to Elm street, to Davis square, West Somerville station, Day street, North avenue, to Harvard Square, Cambridge, Boylston street, North Harvard street, Cambridge street, Linden street, Brighton avenue, Beacon street, Hereford street, left Newbury street, to the finish at club-house. W. A. Rhodes (1), 3.32.20 $\frac{1}{2}$ ; W. H. Huntly (2), 3.36.9 $\frac{1}{2}$ ; F. F. Ives (3), 3.46.54 $\frac{1}{2}$ ; L. A. Peabody (4); C. E. Tracy (5); H. C. Getchell, A. D. Grover, C. E. Whitte, did not finish.

*Sixteen Mile Tricycle.* — Route: Starting from above reservoir, Beacon street to Great sign boards, Washington street to West Newton, Watertown street to Watertown, Galen street, over hill to Newton, Centre street, over railroad tracks, Elmwood street, Park street, Tremont street to Oak square, Washington street to Brighton, Cambridge street, Brighton avenue, Beacon street, Chester park, Huntington avenue, Trinity square, Boylston street, Arlington street, Newbury street to club-house. John Williams (1), 1.9.10; C. O. Danforth (2), 1.9.15; J. A. R. Underwood did not finish.

*Fifteen Mile Bicycle, Club.* — Route: Beacon street to Great sign boards, right on to Washington street, to West Newton, left by Watertown street to Watertown, right Galen street over hill into Newton, Centre street over railroad

tracks, left by Elmwood street, right by Park street, left by Tremont street, right by Washington street, to Brighton, and thence along Cambridge street, Brighton avenue, Beacon street, Chester park, left Huntington avenue, left Dartmouth street. H. M. Sabin (1), 58.10; J. C. Clark (2), 58.15; Leonard Ahl (3), 1.2.8; W. E. Webber (4); H. L. Hiscock (5); J. A. Kennedy (6).

*Thirteen Mile Tricycle, Club.* — Route: Beacon street to Chestnut street, left Fuller street, right Washington street to West Newton, Newtonville and Newton, right to Centre street, over railroad tracks, then left on to Elmwood street, right Park street, left Tremont street, right Washington street direct to Brighton, and then by Cambridge street, Brighton avenue, Beacon street, right Fairfield street, left Newbury street to the club-house. S. C. Miller (1), 59.20; Gideon Haynes, Jr. (2), 59.50; J. Wood (3), 1.7.40.

During the afternoon a collation was served at the club-house, and the prizes were presented by President Williams, after the races.

NEW HAVEN, 23 September. — The races of the Ramblers' Bicycle Club, at Hamilton Park, were very slimly attended, about two hundred people being present; but those who braved the cold weather saw some good racing, although poor time was made. The track was in good condition, but the northwest wind was so strong that it nearly stopped the riders on the upper turn.

*Half Mile.* — A. B. Rich (1), 1.28 $\frac{1}{2}$ ; R. Chambers (2), 1.29 $\frac{1}{2}$ .

*One Mile Safety.* — The next race was to have been a one mile amateur tricycle contest, but as there were no starters, Richard Howell, the world's champion, rode an exhibition mile on a safety bicycle, with John Brooks, of Pennsylvania, to set a pace for him on the last half. Howell's time was 3.11.

*One Mile.* — C. E. Kluge (1), 3.17; R. Chambers (2), 3.17 $\frac{1}{2}$ ; A. B. Rich fell on the home stretch.

In place of a race on safety machines, R. Chambers rode a quarter mile on a safety in 44s.

Edward Leopold, the fancy rider, then attempted to make a half mile record for a unicycle, but failed to do it on account of the wind. His time was 2.28.

*Three Mile.* — C. E. Kluge (1), 9.50 $\frac{1}{2}$ ; A. B. Rich (3), 9.52.

John Brooks rode an exhibition mile in 3.24.

*Five Mile.* — R. Chambers (1) 17m.; C. E. Kluge (2), 17.08.

*One Mile Club.* — Edward Kelly (1), 3.35 $\frac{1}{2}$ ; C. M. Ferguson, his only competitor, fell and broke his arm.

*One Mile Championship of Club.* — Wm. Wait (1), 3.29; C. E. Minor (2).

OAKLAND, CAL., 9 September. — Pacific Coast A. A. A. games. *One Mile Bicycle Race.* — D. F. Booth (3), 3.7 $\frac{1}{2}$ ; F. E. Johnstone (2); M. Berolthime (3). *Five Mile* — Wm. Davis (1), 17.10; T. L. Hill (2).

It was down on the programme for Howell to attempt to break the record for one mile on the Springfield track, last Saturday. The Hampden Park Association offered him \$50 to try it, but Fred Wood suddenly and unexpectedly made his appearance, and Howell refused to ride, on the ground that there was too much wind. Wood offers to meet Howell and settle the question of who is the better man. He asserts that if Howell goes a mile in 2.35, he will try his utmost to make it in 2.30.

THE third annual road race of the Boston Bicycle Club will be run next Saturday, as announced. All the arrangements have now been perfected. The officials thus far appointed are as follows: Starters and timers, E. C. Hodges, A. D. Peck, Jr., and C. S. Howard. Checkers, at the half-way point and at the finish, E. C. Hodges, A. D. Peck, Jr., and C. S. Howard; at Mattapan, J. A. R. Underwood, W. G. Kendall, and M. Heath; at Needham, L. R. Harrison and E. G. Whitney; at Great Sign Boards, Newton, D. N. C. Hyams, and R. J. Tombs; at Newton, C. P. Donahoe and W. E. Jones; at Central square, Cambridge, Abbot Bassett and C. H. Barnard; Brighton avenue and Cambridge street, H. R. Robinson and T. E. Lambert. The route has been found to be about as perfect a course as it is possible to select hereabouts. There are many miles of perfectly smooth stretches of road over which the racers can make tremendous time, and that all the present records will be badly broken there seems not the slightest doubt.

THE following programme has been decided upon for the Capital Bicycle Club races, to take place at Athletic Park, 9 October: Five mile, Flint cup, club; two mile, open, record; half mile, open; one mile, open; two mile, club, Woodward and Lothrop cup; one mile, safety, open; three mile, open, record; one mile, tandem, open; one mile, novice.

THE date of the great race between the 1885 crop of members of the Boston Club has been set for 10 October. The race will be on tricycles and over a three-mile — a test — course. The officials of the race have been appointed as follows: Judges, A. H. Overman, E. C. Hodges, and D. N. C. Hyams. Messrs. Fourdrinier, Hodgkins, and Donahoe have been appointed a committee of arrangements. As it will be necessary that there be four starters in order that the three prizes be given, it is probable that either Mr. Jones or Mr. Mann will start.

THE half-mile bicycle record of the world was made Monday night on Hampden Park by R. Howell, on his fifty-eight Rudge racer, in 1.13 $\frac{1}{2}$ . The day was perfect, not a breath of wind stirring, and he had everything in his favor. The first quarter was ridden in 37 seconds. The officials were: referee, E. A. Carter; judge, C. Shaffer; starter, H. W. Col-

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

#### TO CORRESPONDENTS

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H. C. There will be no tricycle indispensable this year.

B. LUCAS. Have extended three months. We are puzzled ourselves regarding the articles, having been disappointed.

RACER. Send us full particulars, few comments. C. J. S. Received. Next week.

H. F. Records made under cover will stand. Many now on our books were made indoors.

R. SHORT. You are entitled to the discount on name sent.

JAMES. Will write. B. F. HALL. The record will not stand.

JUDGE. A man is a professional as soon as he violates the rule. The declaration is made only to warn and protect amateurs.

#### FIXTURES

- 3 October: 100-mile road race, Boston Club.
- 6 October: Races at New Castle, Penn. Races at Philadelphia.
- 6, 7, 8 October: Races at Brockton, Mass.
- 9 October: Capital Club races, Washington.
- 9 and 10 October: Tournament of Omaha (Neb.) Wheel Club.
- 10 October: Races at Norristown, Penn. Boston Race.
- 16 and 17 October: Division races at Chicago, Ill.
- 20 October: Road race, Wheeling, Va., to Uniontown, Penn.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.** — One 40-inch Special Facile, almost new; must be sold at once; cost \$142. Write A. E. BARS, W. Randolph, Vt.

**FOR SALE.** — A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

**FOR SALE.** — Victor tricycle, 1883 pattern; in first-class condition; price, \$80; reasons for selling, roads not suited to tricycle. Address F. B. PARSHLEY, East Rochester, N. H.

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# APOLLO

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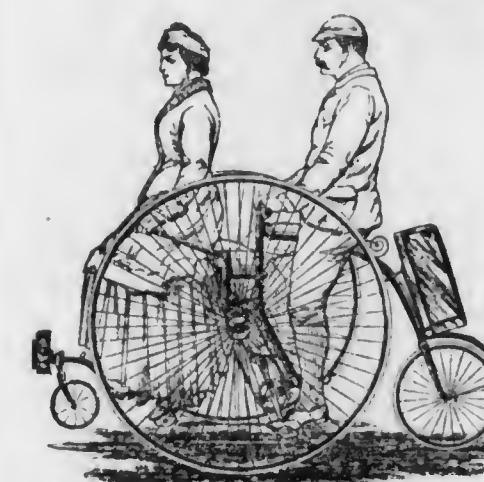
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BOSTON, AUG. 24, 1885. W. W. STALL.

### SOMETHING YOU WANT.

Don't wait, but send twenty-five cents at once for a package of our ADHESIVE TIRE TAPE. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

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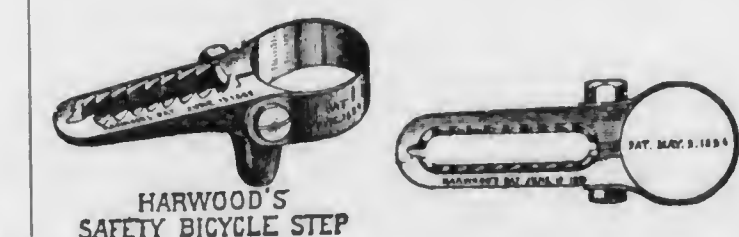
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21 to 25 Mile Bicycle Records Broken by N. H. VAN SICKLEN.

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4 First  
5 Second  
8 Third

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In one mile Amateur Handicap, Wm. A. Rowe, upon 55-inch Columbia Racer (weight, 22 1-2 pounds), won from scratch, defeating the best men in England and America, and making the best amateur record ever made upon the Springfield track. Mr. Rowe, also, made a better average, taking more prizes and positions at Springfield than any other American rider, and ahead of all English riders except one.

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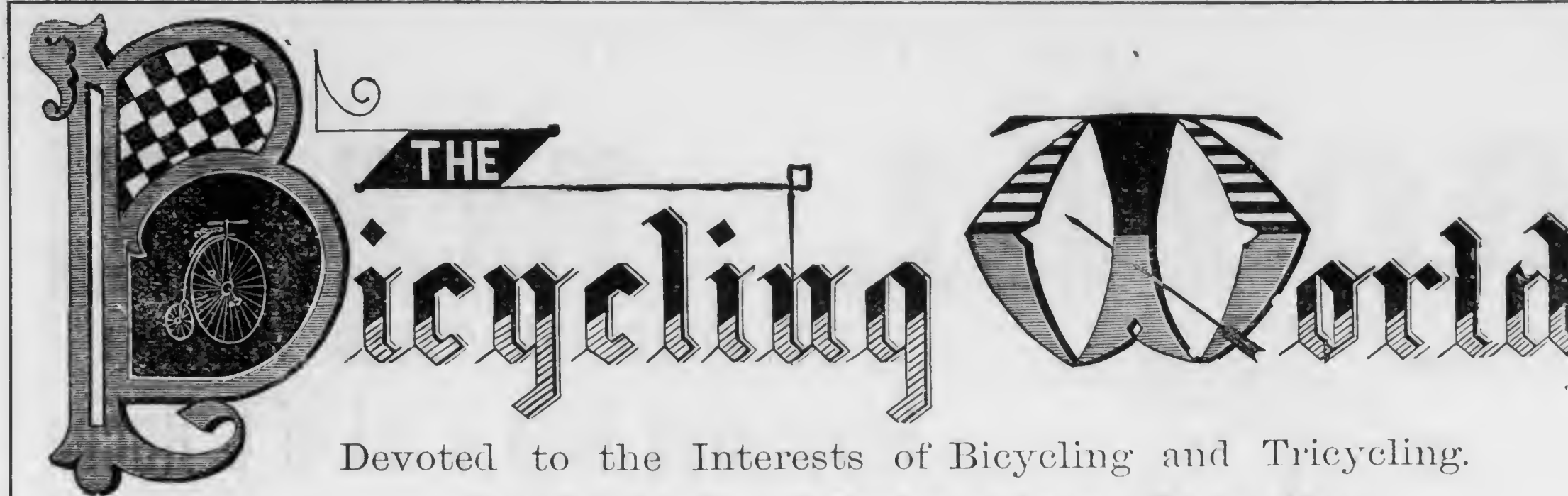
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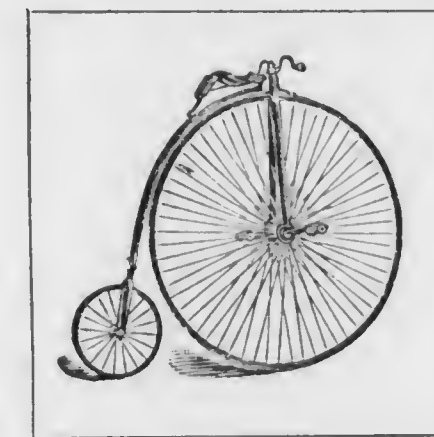
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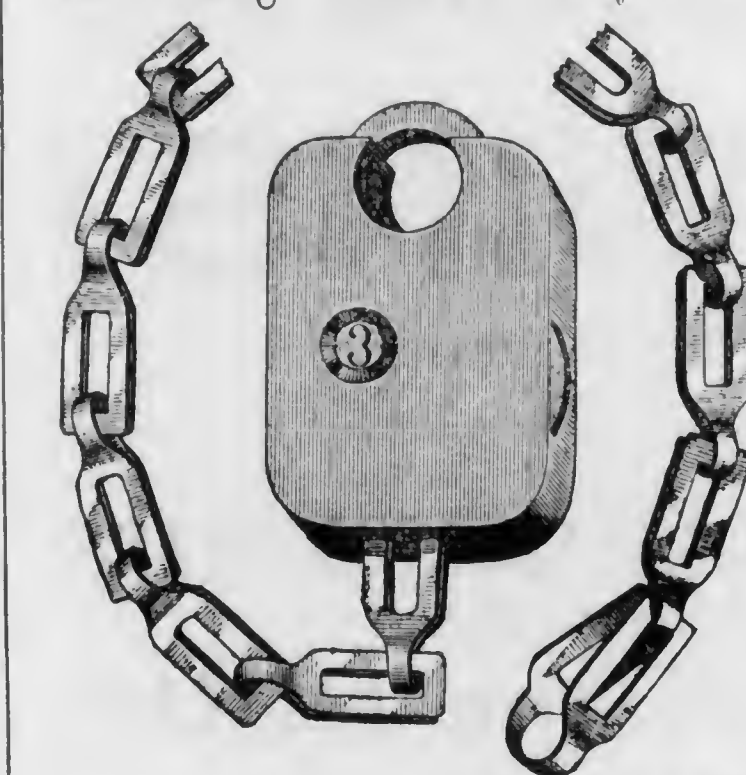
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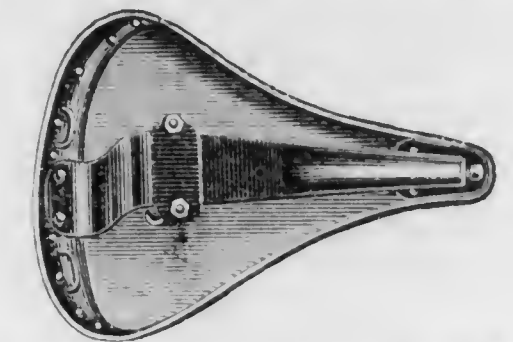
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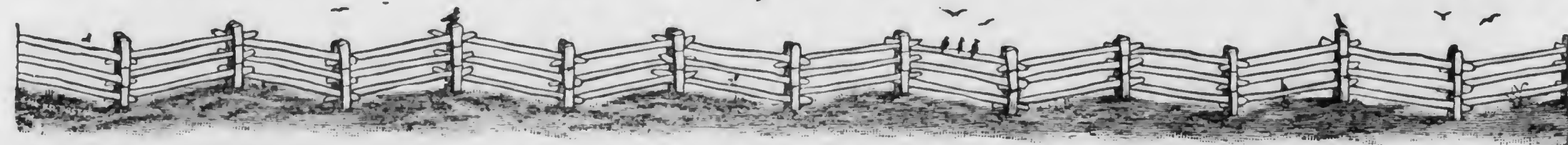
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 9 OCT., 1885.

THE *Cyclist* has an editorial on "Makers' Amateurs," in which it follows the WORLD in pointing out the way for clubs to remedy the evil by rejecting the entries of all such. Speaking of the English visitors, it says: "But one man out of the baker's dozen who have crossed the water can claim that purity of amateur status which was at one time the rule, but which is now the exception in cycle racing." Can it be that Sinclair was the only true amateur? We know little of this young gentleman, and certainly his record in America was not such as to attract the attention of the makers. It may be that he paid his own bills. Of the other visitors, not one but came over at the expense of manufacturers; and when we say this, we do not except the young

man whom the *Tricyclist* calls "England's representative amateur," and whom we were glad to welcome.

THE *Cyclist* refuses to accept as a record the time given for a last quarter made by Furnivall at Hartford, with a strong wind at his back. Nobody on this side ever dreamed of calling it a record.

MR. A. KENNEDY-CHILD is out with a letter sustaining the *Cyclist* in its doubt of the Springfield records, and citing the case of the half-mile record made by Hendee at Springfield last May, when he officiated as a judge. It would have been in better taste if Mr. Kennedy-Child had raised his objections at Springfield when it was his official duty to see that the record was made fairly and correctly. He did nothing of the kind. By his silence he endorsed what he now calls a crooked record, and he is the last man who should question it. On the eve of his departure, he wrote a letter to the writer of this, in which he attacked the record; and, on the strength of that letter, we instituted an inquiry, the conclusion of which was that the charges were not sustained in any particular. Mr. Kennedy-Child charged that the timers were members of the same club with Mr. Hendee. This was true; but, in order that all should be fair, the management placed on the board of judges our English friend, and Mr. Corey, of Boston, the representative of a rival make of machine. No complaint was made by either of these, at the time, regarding the timekeepers or the management. By their silence then, they have forfeited all right to object later. Among other things charged by Mr. Kennedy-Child was this. He said: "The timer said, 'Is he off?' and, being replied to in the affirmative, he started his watch." If such a conversation had occurred, Mr. Kennedy-Child could not have heard it: for he was on the track and the timer was in the stand above, far removed from his hearing. If such a statement should be made concerning Mr. Coleman, all England would laugh at the absurdity of the idea, but it is no less absurd when such a charge is brought against Mr. Whipple. Mr. Whipple is a practical jeweller, and he has held the watch on horses, boats, and bicycles for years. No timer in America has the confidence of the sporting press more than he does; and few timers, if subjected to the severe test

that he is put to every year at Springfield, would come out of it so grandly. But, this year, Mr. Ducker was not satisfied to let Mr. Whipple do the work alone. He engaged the services of Mr. Robinson, an old and experienced timer of the National Trotting Association; and he directed the timing, and was checked by Mr. Whipple. We challenge England to show an arrangement, at any race meeting, calculated to secure results such as this assured. No class of men doubt bicycle records as do the horse fanciers. They were on hand at Springfield to see if the records were square, and they went away satisfied. A number of horse-owners were present when Howell made his mile record last week. They expressed doubts of the times accredited to bicyclers. They were invited to go into the stand and time Howell. They departed convinced. One man, who held an expensive timer, said: "By George! I did n't stop her till he got over the line, and I hit the time exactly with the timers." The evidence of these men is worth tenfold more than the tardy evidence of Kennedy-Child. The correspondent of *Sporting Life* says: "I was accommodated with a special seat, in company with the four official 'timers' (all old and well-tried hands), and, upon comparing, all five watches registered 2 min. 35<sup>3</sup>/<sub>5</sub> sec., two being inside."

WE have been looking up the record for twenty-four hours, claimed by Mr. McCurdy, and we are convinced that it is as well authenticated as any previous record of the kind. All of them are dependent, more or less, on unsupported statements and the register made by cyclometers. We shall place Mr. McCurdy's record on our books, but we here and now notify would-be record breakers that we must have better evidence in future. The figures have now arrived at an altitude when it is no easy task to increase them, and the temptation to do so in an underhand way is very great. We have no measured highways on which records can be made, and we must depend on cyclometer measurement. We must, in future, have a certificate of the correctness of the cyclometer used, from a competent person, who has subjected it to tests. We must have a certificate to show that the cyclometer is adjusted correctly to the size of wheel ridden, for many manufacturers make wheels of



uneven inches, while the cyclometers usually run on even inches. The rider must establish his presence at particular points, either by postal cards or certificates. A postal card will establish his presence in Lynn, but Lynn covers miles of territory. We should know what part of Lynn the man was in, at what time, and his cyclometer register. It is easy to get certificates during the day from hotel-keepers and shop-men. It would be no great trouble to get certificates from policemen during the night. A postal card or telegram to the chief of police of any city in eastern Massachusetts, notifying him of the intention of a record breaker to pass through the city at about such a time at night, would insure the attendance of a patrolman to certify his presence and take his cyclometer. A little diversion of this kind would not be unwelcome to the average policeman, and we believe he would enter into the thing with great interest. We must have a certificate of the register of the cyclometer at both start and finish by disinterested parties. Makers of or agents for the wheel ridden are not disinterested parties. We must have certificates from every pacemaker, stating the distance ridden with the record breaker, and the places visited. The value of these certificates will depend upon the interest which the pacemaker has in the wheel ridden. A record thus established will be worth having, and it cannot be taken away until a better record is subjected to equal tests. Riders who wish to have records on the books of the WORLD, will take note of the above.

Mr. SMITH, of the Brooklyn Park Commission, in discussing the question of park regulations, said he thought any man who was near to years of discretion and rode a bicycle, was close to being an ass; but there were such, and it was a serious question whether they would have to be examined as to their skill before admission to the park. A correspondent asks us to publish and answer the remark. To our mind no answer is needed, for an appropriate answer will arise in every man's mind as he reads it.

In the twenty-four hour tricycle race between riders of the Rudge Rotary tricycle, Mr. J. H. Adams covered 232½ miles, beating the record.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

## Road Races.

*Editor Bicycling World:*—I notice by items in your paper, that a Pennsylvania rider rode in and won a road race one week, and the next week entered a novice race. Had he a right to enter as a novice, having previously won a race? HARRIS.

[The League rules cover track racing only, and no account whatever is made of road racing. Ed.]

## In Camera.

*Editor Bicycling World:*—The English club men are using the term, "In camera," to denote privacy. When a club dines "in camera," it excludes outsiders. If we are to use a like term, I hope we will improve upon this, for "camera" does not indicate privacy. Let us employ "in camarilla." The camarilla was the private audience chamber of the king, and it has come to mean a secret or a private chamber, and secondary a private or secret gathering in a room with closed doors. Take warning, all clubs, who wish to dine in private, and if you want to be correct, speak the last *l* in the word as though it were a *y*, for it comes from the Spanish.

A. H. D.

## English Records.

*Editor Bicycling World:*—Isn't it about time for Americans to refuse to accept English records taken by only one watch? Mr. Coleman may have all the qualities of an angel in the eyes of our friends across the water, but I am inclined to think he is human, and liable to error. Our board will not accept American records taken with but one watch, why do we swallow the English records? Then again, the vagaries of the cycling press over there are past finding out, for no two tables of records published by them are ever alike, and even the tables compiled by Coleman vary from year to year. American timing may be all wrong, but if it is, English timing is much more questionable, and English compiling is simply horrible. If you want instances, I can give you scores of them. YANKEEMANIC.

## Graphite.

*Editor Bicycling World:*—Will your correspondent "M. D." tell us, in your columns, where to get, and how to use graphite? The use of this article as a lubricant is no new thing, but I had supposed that it had been found impracticable for ball bearings, for while I have heard of a number of manufacturers who have

been experimenting with the article, I have yet to hear of one who has pronounced it a success. If it is all that "M. D." claims for it, why do not the wheel-builders use and recommend it? A. R. IDER.

## Massachusetts Division.

*Editor Bicycling World:*—There must be something radically wrong in the conduct of the League in this State, if we can form any kind of an opinion from the outcome of the fall field day at Worcester. Less than fifty men, out of a membership of nearly a thousand, gathered on that occasion. One would think that Worcester alone would turn out more than that number. Is it that the members cannot afford the time or the expense? If this is so, their objections should be met by the organization of district gatherings at places where all can ride to and from the meet. Is it that there is a lack of interest? If so, steps should be taken to awaken an interest. The bald fact of the attendance at Worcester should set League officers to thinking. I received a circular from the committee on meetings, which contained a very pressing invitation to be present, and urging me to do all I could to make the thing a success. The circular was signed by the full committee, not one of whom was present.

LET ALL WORK.

## Road Races.

*Editor Bicycling World:*—The popularity of the road race is to me unaccountable. When I read of the numberless accidents that occur, I wonder that riders enter, and when I see the finish I wonder where can be the fun to the spectators. Whoever saw anything like competition at the finish? I have seen the close of several races of this kind, and in about all of them the riders were not in sight of each other. I have waited hours to see the men come in, and have been rewarded by the sight of the men, travel-stained and bruised, arriving one at a time. Where does the fun come in? BRUTUS.

## Etiquette.

*Editor Bicycling World:*—"Daisie," in her last letter, treats very gently your correspondent who wanted to know whether he had a right to speak to a lady he did not know, because she happened to be a cyclist; but I think she made a mistake not to seize the opportunity for preaching a sermon on this absurd habit of indiscriminate "saluting." In the "old days" of a few years ago, when wheelmen were a species of pariah and an object of wonder to the outside public, it was not only excusable but had its uses; but it has outlived any such usefulness, and had much better be abandoned, along with parades, bugles, colors, and all the rest of the display business

that only the schoolboy element delight in now. Of course, there is every reason why one rider should stop to assist another in distress, even if a stranger; and when touring in the country, there is the usual country habit of saluting strangers, to warrant the same thing among wheelmen; but when riding in or near cities, where most of us do ride, there is no more reason why I should even bow to a man merely passing me on a bicycle whom I do not know, than there is for all horsemen to greet each other whenever they meet. The whole thing is, that the sport has grown and become an everyday thing too much to demand or even warrant indiscriminate intercourse.

As between men, however, the habit is only unnecessary and in bad taste, but when it comes to including ladies in such an exaggerated brotherhood, it only falls short of an insult because the perpetrators do not really mean to do wrong; and in its best aspect, if widespread, would be enough to keep any self-respecting women from even mounting a tricycle saddle. How any one can even speculate as to whether he has a right to upset all established conventional rules because he uses the same mode of locomotion as a passing lady seems almost incomprehensible; and yet the foolish "saluting" custom seems to have retained sufficient life to raise the question, as your correspondent was apparently surprised that the stranger ladies to whom he bowed "did not seem to like it." No wonder; for he had committed a very grave breach of courtesy, even though doing it unthinkingly; and if he had done the same thing with deliberate intention, would have been absolutely without any excuse. EDWARD J. SHRIVER.

NEW YORK, 27 September.

## Power Exerted.

*Editor Bicycling World:*—While Springfield is yet fresh in the minds of your readers, a calculation as to the power required to break a record may be of interest. The power exerted is expended in two ways: first, in overcoming the resistance of the air; and, second, in overcoming the friction of the machine on the road and in its bearings.

The area exposed to the wind by the rider and machine is about five square feet. In making twenty miles within the hour, the pressure produced by the air is about two pounds per square foot, so that there is a constant resistance of ten pounds to the motion of the rider. This resistance is overcome through  $5280 \div 3 = 1760$  feet per minute, giving 17,600 foot pounds per minute. Now we must allow about ten per cent of the total power exerted for friction, which gives a total of 19,550 foot-pounds, or  $33,000 \div 19,550 = 6$  of a horse-power. But since an average horse can exert only about  $\frac{3}{4}$  of a "horse-power" for any length of time, we see that the rider is almost literally "as strong as a horse."

In making a mile in 2.35, the result is

still more astonishing; for, by a similar calculation, we find the power exerted to be 32,640 foot-pounds per minute, or almost exactly a horse-power.

Mr. Hendee, in making the quarter in 32 seconds, as credited to him by Mr. Furnivall, exerted something like  $1\frac{1}{2}$  horse-power.

Objection may be made to the 10 per cent allowed for friction; but this is a low estimate, and, even if left out, would not make much difference.

C. H. VEEDER.

## A. A. McCurdy's Record.

OUR refusal to accept the record of Mr. McCurdy until it was proven, brought that gentleman to our office the past week with his proofs. Our objections were well taken, for the route given us is unlike that which appeared in any of the papers. The route run over is given below. From Lynn to Brighton McCurdy rode alone. At all other times he was accompanied by pacemakers.

Left rooms of Lynn Cycle Club, corner of Market and Liberty streets, at 10.03. Time certified and cyclometer taken by James Travers and C. E. Whitten. Cyclometer register, ten miles.

Rode to Nahant, Tremont House, 2½ miles. Pacemaker, Charles Abbott.

Rode to Marblehead, 11½ miles; to Salem, 15 miles; to Rowley, 31½ miles; to Salem, 48 miles; to Marblehead, 51 miles; to Lynn, 57 miles. Pacemaker, Charles Abbott.

Started from Lynn to go to Brighton. Abbott took a header in Saugus, and turned back.

Rode alone to Faneuil House, Brighton, 73½ miles.

Rode over course laid out for Boston road race, fifty miles in length. Detour at Wellesley to Needham and back, 8 miles. Detour at West Newton to Waltham and back, 4 miles. Total, 62 miles. Pacemaker, Theodore Rothe. Cyclometer register 145½ at Brighton. Corrected register, 135½. Time 12.29 noon. The cyclometer was not taken after this till Brighton was again reached.

Rode to Cambridge. C. R. Overman, pacemaker.

Rode to Lynn. F. C. Graves, pacemaker.

To Marblehead, Salem, Rowley, Salem, Lynn, Saugus, Cambridge, Brighton. W. A. Bond, pacemaker, 230 miles.

To Chestnut Hill reservoir and around the basin, to make 31½ miles. Total miles ridden, 233½ miles. Machine, Victor bicycle. Time, 9.54; riding time, 23h. 51m.

## Cola E. Stone's Death.

THE facts regarding the death of Cola Stone are now public property. It had been a matter of wonder that such a large, powerful man as Stone should die so suddenly, after only a few hours of illness, and the question went round that there was something back of it. This

theory proved true when undertakers Smithers and Waggoners were refused a burial certificate by Dr. Martine Kershaw, the attending physician, who turned the whole matter over to the coroner, feeling that Stone died from poisoning. Accordingly an inquest was ordered, which took place just before the funeral. Dr. J. Martine Kershaw testified that Saturday evening he was called to attend Cola Stone. On entering the room, Stone motioned to his grandmother and father to leave the room, then said: "Well, doctor, I have taken arsenic." When asked why, he simply shrugged his shoulders, and said he wanted to "shuffle off." The doctor at once proceeded with the usual antidotes. His pulse was then 168 and he was tossing around in great agony. He was asked by the doctor if he wanted to take any medicine to counteract the poison, and said: "Yes; I am disgusted with the arsenic route." This, the doctor thinks, was not meant as a desire to return to life, but simply as the expression of a wish to be relieved of the terrible pain that was sapping his life. He was at this time in the greatest agony, vomiting every minute. When the doctor called later, at ten o'clock, Stone was in an unconscious condition, and never rallied.

Dr. Kershaw believes that the arsenic was taken at breakfast on Saturday, and that he had been suffering several hours when he was called.

The cause of the suicide is found in his friendship with a young lady named Laura Browning, who gained some little notoriety by sitting to the artist, John H. Fry, for Delilah in his painting called "Samson." She is a handsome young woman, with a Grecian type of beauty, and had captivated Cola, who continued his addresses with ardent persistency that would brook no coolness, or take notice of any disfavor that was shown regarding his attention. When at last she rejected him, his determined spirit could not endure the pain, and, setting his jaws, he went to his death. He was as firm and decided in his love-making as he was in everything else he undertook, and was constantly in the young lady's company, and was worried beyond all measure when anything was said that led him to believe his suit was not looked upon with favor. He appeared at the Tower Grove saloon Friday night about midnight, and in an excited way drank a glass of ginger ale. Between six o'clock in the evening and that time, he was "with friends in town," his father said. That was the last seen of him out-doors.

The funeral took place Monday, 28 September, from his father's residence, Dr. Truman Post preaching the sermon. The following were the pall-bearers: Ed. Stetinius, Ed. Sensenny, Arthur Young, Lindell Gordon, J. S. Rogers, George Peters, L. J. Berger, and A. K. Stewart. Messrs. Woodside, Prince, James, Cripps, Hendee, and other visiting wheelmen, with the Ramblers' and Missouri Clubs, were present. The Ramblers sent a



beautiful floral emblem, consisting of a broken column with a wheel resting against it. The visiting wheelmen met at the Lindell Hotel, and passed appropriate resolutions of respect. Miss Browning attended the funeral, and occupied a place with the mourners.

THE *Spectator* has the following from a correspondent:—

As a wheelman I am satisfied no man living was his equal. He was good for long distances and short distances; he was great on rough roads and smooth roads. He could climb any hill that a horse could climb, and he could ride hands off where good riders were fain to dismount. The story of Cola's exploits on the wheel would fill a volume, and they ought to be collected, put on paper, and treasured by the club of which he was the foremost member and special pride. His mastery over the wheel was absolute. It was under his feet a perfectly natural and certain mode of locomotion, and as obedient as the best trained horse. The certainty and ease with which he performed difficult feats were marvellous. I was present the afternoon when the first Victor bicycle that came to the city was unshipped. Cola had been appointed agent for it. Having put it together, he rolled it out on the sidewalk, glanced it all over, shook it to see how it felt, and with an easy spring vaulted into the seat. There was no swinging or uncertainty about the movement when he landed in the seat. A rock would not have been steadier. Cola put his feet on the pedals, felt the machine, rode down the sidewalk to near Eleventh street, rode off the curb, crossed the car tracks, back again, mounted the curb, and came easily down to where we were standing. Dismounting, he looked approvingly at the wheel again, said with a satisfied air, in response to my query, "That's a good bike," and rolled it into the store again. To see him take that little ride was a liberal education in wheeling. There never was a man more absolutely devoid of fear than Cola. He did not know the meaning of the word. He received in the course of his career in racing and road riding his share of the falls and headers which are unfortunately an incident of wheeling, but this, singular to relate, came almost entirely from sheer carelessness, where there was absolutely no excuse for them. Cola, riding at night without a light, has repeatedly run into excavations, over stones and bricks, riding at full speed; but in riding stony or difficult roads, or coasting steep hills at tremendous speed, where care was required, his riding was daring but safe. Cola believed in upholding his rights with his good right hand, and if they were to be maintained, he would "tackle" any number of men without the least hesitation, confident in his own prowess or reckless of consequences. The last fight Cola was in was thoroughly characteristic. While up in North St. Louis one day with a fellow-wheelman

taking lunch at a restaurant, he heard the noise of a disturbance in the alley adjoining. They went out to see what the trouble was, and found a man beating a woman brutally. Cola was not in the habit of seeing that sort of treatment of women, and instantly sailed in. He knocked the man down, another rushed at him, and he felt the weight of Cola's fist. The first and another came at him with a club, axe handle, and whatever else they could lay hands on, and I believe the woman also joined in to beat him down. There was an exceedingly lively and fierce scrimmage for five minutes, when some people interfered before any fatal results attended. Cola came down town next day with a very black eye a bruised chin, and evidences of having been in a tough place. I asked him how the other parties looked. He simply said, "Well, you should have seen them."

#### From a Feminine Point of View.

I THINK I could make an interesting book if I were to jot down and compile all the conversations I have held upon the subject of wheels and wheeling. The first question asked by the interested observer is, "Does it go hard?" I think I have answered that question a thousand times. I have waxed eloquent over the ease of propulsion. I have told what I have done and what it was possible for me to do. And yet in nine cases in ten the interested observer goes away in doubt.

I HAVE a good reputation for veracity among my friends, and yet few of them will believe me when I tell them it is not hard work to propel a tricycle. The average man has great faith in what his eyes tell him, and there is little doubt but a rider of the three-wheeler looks to be working hard. In this case appearances are deceitful.

ONE of the most annoying questions I have to meet is this, "Do you ride it around Boston streets?" When I answer in the negative, the remark is as sure to follow as night the day, "Then it is not a practical vehicle." Thereafter follows a long defence of my favorite, and an attempt to convince my friend that I ride for pleasure, and that there is no pleasure in bumping over cobble-stones, and that the machine can be ridden about the streets of Boston, but no one winds his way through the labyrinth of cars and drays, over filthy cobbles and slippery tracks, unless he is compelled to by force of circumstances. How many select the streets of Boston when they drive for pleasure in carriages?

I WAS obliged to ride through the business portion of the city, and down through the North End the other day. Excuse me from trying it again. If I had

not had a gentleman with me, I doubt if I could have gone through. I think I should have been murdered. At least four thousand ragamuffins followed us, crying to their companions to come on, taking hold of my wheel, getting in front and endangering themselves no less than me,—and all this in a busy thoroughfare where I had to keep all my wits about me to keep from being run down by the drays. I doubt if grand old Jumbo himself could have drawn a greater crowd than we did.

RESIDENTS of the country are now well informed regarding cycles, and the sight of one on the road does not bring out the cottagers. It is the city gamin that looks upon a cycle as a nine day's wonder, and I am not disposed to do the missionary work of enlightening him.

I HAVE been reading with a great deal of interest Dr. Richardson's work on the tricycle, and you need not be surprised if you find me quoting from him in the future. I want to take one little note this week respecting moderation of effort by women of all ages who venture the tricycle.

"FOR women to try to compete with men, or even with each other, is to spoil all the value which tricycling, reasonably conducted, would confer on them. With much respect, I should suggest that women, even when they are young, should be content to ride fifty miles in one day as their maximum effort on such roads as at present exist. For ordinary practice, from fifteen to twenty-five miles a day is quite sufficient."

I WISH the Dr. had brought in the question of speed as well as distance, for where one lady rides too far, five ride too fast, and lose all the pleasure and benefit of the exercise. DAISIE.

#### London W. Interviewed.

J. S. Dean, Esq., has accorded the following interview to a *Herald* reporter:—

"Although I did not see more than half a dozen tracks, and these were so-called provincial because outside of London, they were, I suppose, among the best in the country, because the championship races were held thereon. The surface was fine cinder, and fully as good as ours; but the tracks were smaller, and some of them had bad corners, and on none of them did I see records cut. Regarding the non-professional riders, it is generally admitted by every one that nine out of ten of the leading amateurs are supported or financially aided by makers in one way or another, and are thus to be classified as 'makers' amateurs.' Of all the men who recently came here, but one, Furnivall, is above suspicion. It is a remarkable fact that, as soon as an am-

# RUDGE RECORDS.

ANY BICYCLE CAN WIN A RACE.

Every Bicycle CANNOT make a Record.

ONE MILE.

RUDGE

RAGER,

2.31½.

ONE MILE.

RUDGE

SAFETY,

2.43.



One Mile **RUDGE** Tricycle, 2.49¾.

We regret to say that we have not space to insert all of our other records; suffice it to say that we have every record inclusive from

**3 TO 20 MILES.**

SOLE U. S. AGENTS.

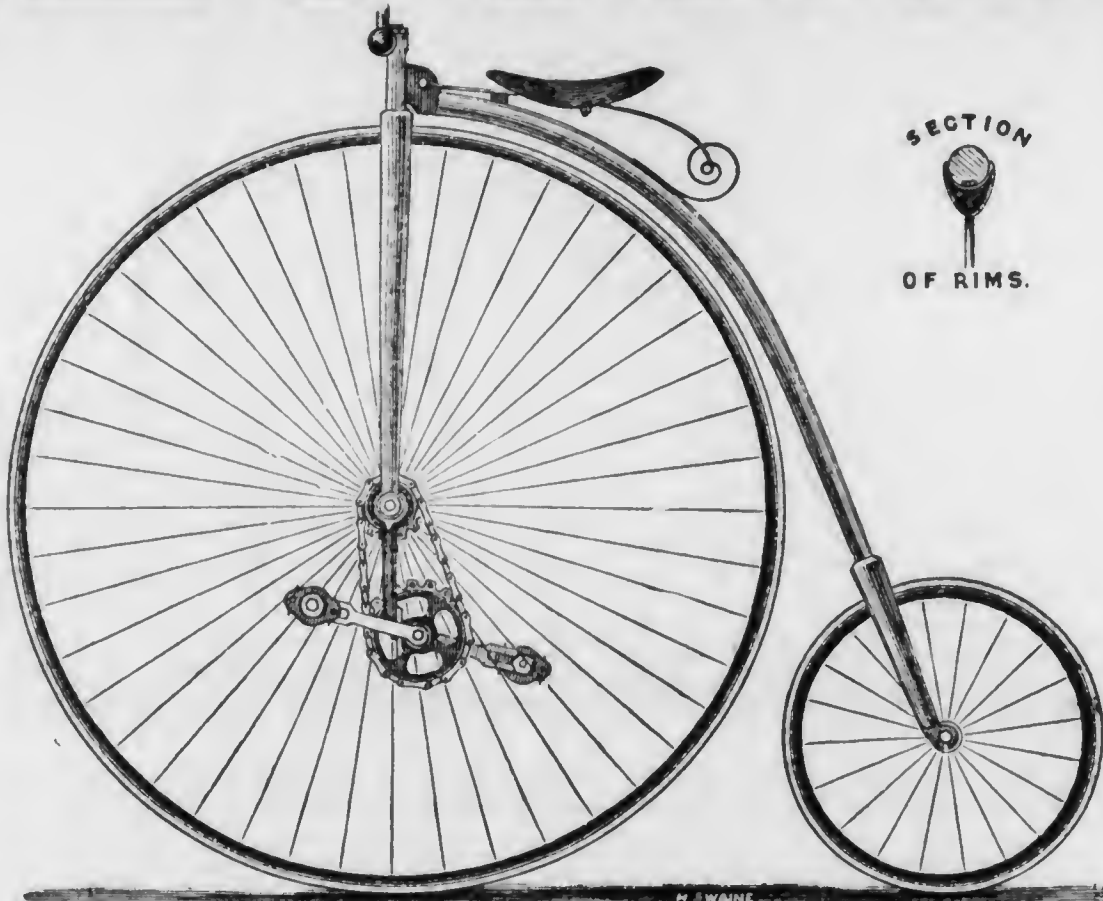
**STODDARD, LOVERING & CO.,**

152 TO 158 CONGRESS STREET, BOSTON, MASS.



# THE "CLUB" SAFETY!

— AT —  
Springfield, Mass., September 9th, 1885.  
**RECORDS.**

HALF MILE,		2
1.25 <sup>3</sup> / <sub>5</sub> .		
THREE FOURTHS MILE,		
2.8 <sup>4</sup> / <sub>5</sub> ,		6.05.
		MILES,

The Strongest, Fastest, and Most Perfect Safety Made.

THE  
**COVENTRY MACHINISTS' CO.**

(LIMITED)

239 COLUMBUS AVENUE,  
BOSTON.

ateur becomes fast, some relative comes forward who is willing to take care of him, and allow him to lead a life of indolence, save when engaged in racing. And, by the way, does it not seem worth noticing that England sends her men to America for what they can gain, while this country's contribution abroad consists of people who are alone bent on pleasure? The question of the 'makers' amateurs' is one of the great ones of the day. In England some attempt has been made to establish their position; but the trouble is, the N. C. U. either does not dare to meet the question fairly and squarely, or else they cannot find any way out of the difficulty. The N. C. U. is principally an association of clubs, although individuals can join; and, if this body attempted to prohibit 'makers' amateurs' taking part, the clubs would very likely leave, as even with them it is a question of money, and they are unwilling to conduct a meeting with a loss; that is, anything which keeps out the best racing men reduces the public interest and lessens the gate-money. The idea of having the makers combine and agree not to support the races is a good one; but I should doubt if it could be done in England, owing to the strong impossibility of the dealers giving their consent to such an arrangement. English amateurs are of much the same grade as ours, but there are a great many more good men who, however, have no chance beside the maker's protege. Touring is more and more being indulged in each year, and one meets a good many riders on the road, no matter where he may go. The machines ridden are about equally divided between the bicycle and tricycle, for the latter have astonishingly increased in favor. The tandem is becoming very popular, and a pleasant companion renders this form of travelling the height of cycling travels. The roads, on an average, are better than ours, although some stretches around Boston are perfect. The beauty of travelling in England, however, is that you can go out from almost any place, and travel for three hundred or four hundred miles over good roads, and see fine scenery and an interesting country. Except for very high hills, there is no need of dismounting, and I never ran across a road that was not rideable. One great advantage the tourist gets there, which is only partially obtained here, is the large number of inns, which are abundantly provided, and where one can always find something to eat and drink. It is considered poor form for a man to wear a badge; but if one is insisted upon, the left breast is the only place for it, and it is rarely seen upon the hat. In fact, in a parade, I saw a number of felt hats. The C. T. C. uniform is everywhere to be met, and some do not wear it because it is so common. Uniforms, except of the quietest description, are going out of fashion among gentlemen. The clubs do not have much opportunity for sociability like Boston clubs, owing to their lack of suitable ac-

commodations, due largely to the fact that the dues are too small to support the same elegant club-houses some of our clubs inhabit. Most clubs have their headquarters in some hotel, which furnishes them with a gathering-place without the responsibilities of a regular establishment. During the winter, parties, smoking concerts, etc., are organized. Regarding the press, I would say that the daily papers do not pretend to pay any particular attention to bicycling, although all of them give the results of championship and other important events. A column of the extent and character of the *Herald* is unknown, so far as my observation goes. The sporting papers give fuller summaries, but they do not cover the field; and it is only when one comes to the large number of special journals that an adequate representation can be found. Of these, there are seven weeklies and two monthlies. One of the principal troubles with these English papers is the great amount of personalities indulged in, but this has now been remedied to some extent. Each paper has supposedly a special policy, which it attempts to carry out, but they all stand in awe of the dealers; and the C. T. C. *Gazette*, which has the largest circulation, reaching over 20,000, is the only one which is independent of the makers, and the only one where criticism of a particular machine can be admitted. As a rule, the cycling press compares very favorably with ours; but it is only fair to say that the field they have to cover is so much smaller that the news can be gathered more rapidly and completely than in this country, and the larger circulation and advertising patronage places at their disposal more money which can be expended in furthering this end. American news is not usually touched upon by the English journals, and what little they do contain is generally clippings."

#### An Owlsh Admonition.

NIGHT riding is fun: there's no mistake about it! Given a hard road and a good wheel, and even a companion may be dispensed with; nor is moonlight a necessary adjunct. Some most enjoyable rides of mine have been in the blackest of nights, my trike and I, with no beam save the occasional glimmer of a kerosene street light, and beneath me, the cheery companionship of my King-o'-the-road, as it swings its round moon-face from the brake-rod. I love to see the crescent glitter athwart my drivers as the light swings up and falls upon the nickel. I never tire of watching the changes of light and shadow; of testing by feeling whether the road is level or up grade, of wondering as I run some gentle coast, whether it is endless, as the wheels glide on and on, as though indeed disinclined to stop. Then here's a steeper coast! I know it well; have shot it like a salmon down a rapid, many a time, and know it to be hard and smooth. Brace the feet and loose the brake — Hou-p-la!! and

down we glide, my trike and I, across the well-remembered rilles, secure in mind, and blessing old McAdam. Was ever joy like this? The air rushes keenly past; the street lights flash by like the rush of the train at night, and — heavens! Up flies my starboard wheel, once, twice, as though a whale had hoisted us. Out goes the light, and swift brakes alone prevent a ditching. What under the canopy! I go back to investigate. (?)

Oh, nothing much. A thrifty coal-cart man had triggered his wheels with twelve-pound lumps of puddingstone, and providently left them there against the time of need! I coast no more on moonlight nights, no matter how smooth the road. Thanks, Brockton, for your etiquette sustainer! J. PARKE STREET.

#### CURRENTS CALAMO

THERE is talk of a hill-climbing contest at Corey Hill. Chicago will please send on a man.

THE record breakers are waiting for the next moon.

THE *Globe* has been interviewing wheelmen anent the classification of records, by which it is proposed to place the records made in competition in one class and those made against time in another. Opinions are divided.

A DANVERS paper says it is a curious fact that the Danvers man who proposed a by-law at a town-meeting a few years ago, making it a crime to ride a bicycle on the sidewalks, now monopolizes the whole walk by riding a tricycle thereon.

KARL KRON is after the age of his subscribers now.

MESSRS. LAMBERT and Furnivall sailed for England in the "City of Chicago," on Saturday last.

ENGLISH exchanges are printing telegrams from the racing men, dated from Queenstown. Old Albion has received them with open arms by this time.

AMERICA made a decided bob upwards when they left us. The weight of the silver they carried with them was keeping us down.

WE are promised that the articles on fancy riding will be soon forthcoming. Sickness has caused the delay.

A RACING man told us the other day that his wheel was a very fast one, — for a mile. We never before appreciated the claim of makers, that the machine does it all. We congratulate our friend on the ability of his machine, limited though it was to a single mile.

CRIPPS has a peculiar tricycle motion. At every stroke he nods his head very decidedly, as though saying, in dumb motion, "Yes! Yes! Yes!" to some one immediately ahead of him. — *American Wheelman*.

IN the St. Louis races during the tricycle event Whittaker's pedal came loose, and he stopped to fix it. Cripps waited for him, and let him take the lead.



AND now St. Louis asks for the L. A. W. Meet of 1887. It is well to be early in the field.

AN English writer suggests that it would not be a bad idea for tandem riders when they are touring to pin a map on the back of the leading rider. The rear man would then have something to look at.

THE timing at St. Louis was done by electricity, and the little wheel objection was overcome. We hope to see an explanation of the working of the thing.

THE Coventry Machinists Company have two locking devices for the tricycle. One is T shaped, and the long end is thrust through links in the chain and a padlock secures it at the other end. The other is smaller, and goes through a link of the upper chain to be padlocked below. Either will fasten the machine so that it can be moved but a short distance, and they are small enough to be easily carried in the tool bag. They are called "Stop Thief."

MESSRS. HAYNES and Danforth, who started out to beat the twenty-four hour record, last week, stopped after going 112 miles, and finding themselves behind the record.

THE *Wheel* has once more changed its size, and appears on better paper. It alternates reading matter and advertising in its make-up.

A NUMBER of Boston wheelmen were out on the road the other day, when they met two young ladies driving. Their horse took fright at the wheels and backed the carriage against a stone wall. An oversight would have taken place had not one of the wheelmen seized the horse by the bridle and checked him. The ladies were terribly frightened and dared go no farther with the horse, whereupon their gallant rescuer arranged to have his wheel sent home by express, and drove them home. Dime novelists take notice.

UNDER date 1 October, Mr. F. P. Priall publishes a fourth edition of his book of records. It is a convenient little book, and has been prepared with care. We wish, however, before he had credited Woodside with the records from twenty-one to fifty miles, he had read the following from the *Wheel* of 19 December, 1884, in relation to these records: "We must decline to accept these records under the above condition (the only curb was a chalk line on the floor), and trust that wheelmen will some time have it drummed through their heads that a solid curb is necessary for accurate records as far as the *Wheel* is concerned." Mr. Priall is the only one that has accepted the records.

#### EXOTICS

THE employes of Humber & Co. subscribed for and presented Thos. Humber with a painting of himself, and an illuminated address. It was formally presented

12 September, at a dinner held at the Victoria Hotel, Nottingham. A large company assembled, including all the heads of the various departments, and a number of guests specially invited by the committee for the occasion. The portrait, in a massive gilt frame, was hung over the platform with a curtain before it. This was removed amid deafening applause. The picture is a half-length life-size in oil, and may justly be described as a magnificent work of art. Mr. Humber is represented leaning upon one of his celebrated tandem tricycles. The likeness is perfect, and, by a clever adjustment of light and shade, the artist has succeeded in producing a picture of uncommon excellence and fidelity. It was painted by A. W. Cox. Mr. Humber responded feelingly to the presentation speech, addressing the men as "fellow-workmen."

MR. T. R. MARRIOTT started 21 September to break the John O'Groat's record on a tricycle.

ALFRED NIXON had to abandon his John O'Groat's trip in consequence of an accident to his machine. He will try it again.

HAS it ever occurred, we fancy, to those who admit the "Humber" type of tricycle to be *facile princeps* uphill, to give a reason why it should be so? Our theory is this: Whichever way the machine is going, both wheels are driving straight, whereas, on a front or rear steerer, turning by means of the small wheel is more gradual, and, during the operation, one of the large wheels is doing less work, however little less, than the other. The turning of the "Humber" type is done more suddenly, and consequently less of the double driving is lost. — *Cyclist*.

ON Tuesday, 22 September, Messrs. Harry Etherington and M. V. J. Webber, Vectis B. C., reached St. Pancras Station, London, at twenty minutes to six. They were welcomed by a numerous body of wheelmen. Amongst them were Messrs. Fred. Cooper (Marriott and Cooper), C. J. Fox, T. Moore, H. A. Barrow, J. B. Marsh, T. A. Edge, and Tom Lamb.

MR. AND MRS. J. S. SMITH, of the South London, T. C., recently rode ten miles on their "Invincible Tandem" in 38m. 18s., — an average of 3.31½ for each mile.

*Wheel Life* for 25 September has a group of portraits of "English Heroes," the heroes being the wheelmen who visited America.

KENNEDY-CHILD is out with a defence of Hendee from the attacks of the cycling press.

#### RACING NEWS

Boston Century Race.  
100 MILES IN 6H. 57M.

THE third annual hundred-mile road race of the Boston Club, was run on Monday last, over the following route: —

Starting from corner of Arlington and Boylston streets, down Arlington street to Commonwealth avenue, to Chester park, and across Chester park extension to Boston street, to Hancock street. Follow car tracks to Meeting House Hill, and then by Adams street to Milton Lower Mills, thence by River street to checker at Mattapan. Continuing on River street, cross the river bridge, and turn right for one one-quarter of a mile to the forks, take right up short hill and down other side to High street, through Mill village to Dedham. Dedham avenue to Needham Plains. At this point checker will indicate course to be taken to make up two miles. From Needham Plains follow Highland avenue and Centre street to checker at Newton Centre: turn sharp left on Beacon street to great sign boards, and then return to checker at Newton Centre via Beacon street. Walnut street, Lake avenue and Beacon street again. Then turn sharp left to Centre street, continuing to checker at Newton. Cross railroad tracks, and turn left on to Washington street to checker at Auburn street, West Newton. Around triangle formed by Washington, Auburndale and Auburn streets, and thence by Watertown avenue to Watertown. Follow Main street for two blocks and then take Arsenal street, passing the arsenal and crossing the bridge to Western avenue. Then to Cambridgeport, to Central square, Cambridge. Turn right and follow River street, crossing bridge, and straight on by Cambridge street to checker at Union square, Allston, corner of Brighton avenue. Brighton avenue and Beacon street to Chester park. Repeat route to Commonwealth avenue, down the avenue to Arlington street, to the finish, in front of the club-house on Boylston street.

The start was made at 8.11, with the following field of entrants: George Weber, Smithville, N. J.; F. F. Ives, Meriden, Conn.; Theodore Rothe, Boston; A. A. McCurdy, Lynn; W. A. Rhodes, Dorchester.

The men were checked as follows: —

Milton Lower Mills: Rhodes (1), Weber (2), Ives (3), McCurdy (4), Rothe (5).

Dedham, 9.14: Weber, Ives, Rhodes, McCurdy, 9.21, Rothe.

Needham, 9.30: Weber, Ives, Rhodes, McCurdy.

Newton Centre: Weber, 9.44; Ives, 9.44½; Rhodes and McCurdy, 9.46½; Rothe, 10.01.

Newton Centre, second time: Weber, 10.8½; Ives, 10.10½; McCurdy, 10.12; Rhodes, 10.16; Rothe, 10.31.

West Newton: Weber, 10.30; Ives, 10.32; McCurdy, 10.33½; Rhodes, 10.42½; Rothe 10.56.

Allston: Weber, 11.10; Ives, 11.12; McCurdy, 11.16; Rhodes, 11.30; Rothe, time not taken.

Finish line. Completion of 50 miles: Weber, 11.21½; Ives, 11.22½; McCurdy, 11.26; Rhodes, 11.47; Rothe, 11.52½.

Anybody with a Better Record may copy  
this Page.

You Bet Your Life there IS Something in Ours!

# 100 MILES

6 Hours, 57 Minutes.

# 50 MILES

3 Hours, 10½ Minutes.

DONE ON THE MUCH-ABUSED

# STAR BICYCLE.

BY GEO. E. WEBER,

IN THE

## Boston Bicycle Club's Third Annual Race,

WON FOR THE SECOND TIME.



# THE APOLLO'S RECORD

OF

## 211½ MILES IN 24 HOURS

### HAS BEEN BEATEN, BUT NOT THE

# APOLLO

Itself, as it Remains Unsurpassed by any Wheel on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

New Invoice of Apollos Just Received.

## SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

## W. B. EVERETT & CO.,

6 and 8 Berkeley Street - - - BOSTON,

SOLE UNITED STATES AGENTS.

### FIFTY-MILE TIME.

Weber ..... 3h. 10m. 30s.  
Ives ..... 3h. 11m. 15s.  
McCurdy ..... 3h. 15m.  
Rhodes ..... 3h. 36m.  
Rothe ..... 3h. 41m. 10s.

### SECOND ROUND.

Milton Lower Mills: McCurdy, 11.56; Rhodes (2); Rothe (3); Ives (4); Weber (5). Weber and Ives got off the route, and the other riders got the lead.  
Dedham: McCurdy, Ives, Weber, at 12.30; Rhodes, 1.00; Rothe, 1.14.  
Needham: Weber, Ives, McCurdy, 12.52; Rhodes, 1.20; Rothe, 1.37.  
Newton Centre: McCurdy, 1.20½; Ives, 1.20½; Weber, 1.23½; Rhodes (4); Rothe, (5).

Newton Centre, return: Weber, 1.46; Ives and McCurdy, 1.48; Rhodes (4); Rothe (5).

West Newton: Weber, 2.06; McCurdy and Ives, 2.12½; Rhodes, 2.47½; Rothe, 3.11.

Allston: Weber, 2.52; McCurdy, 3.00; Rhodes (4); Rothe (5).

Finish, 100 miles: Weber, 3.08; Ives, 3.16½; McCurdy, 3.16½; Rhodes, 4.00; Rothe, 4.26.

The following table shows the result of the race, and the time made by each rider:—

	H.	M.	S.
George Weber.....	6	57	00
F. F. Ives.....	7	05	10
A. A. McCurdy.....	7	05	15
W. A. Rhodes.....	7	47	00
Theodore Rothe.....	8	15	00

### NOTES.

The previous best American record for 100 miles was 8 hours 28 minutes, made by Cola E. Stone, from Coburg to Kingston, Can., July 10, 1885. The English 100-mile record is 7 hours 11 minutes 10 seconds, made by George Smith, Sept. 27, 1884, on a Kangaroo.

George Weber, the winner of first prize, was born in Burlington, N. J., and is nineteen years of age. His weight is one hundred and fifty-eight pounds, and his height five feet ten inches. He is well known on the racing field as the rider of a Star, and his recent achievement of making twenty miles within the hour at Springfield is still fresh in the public mind. He has been a rider about a year and a half, and out of forty races ridden this year has gained a prize in thirty-six.

The tricycle race was not started, as the two men failed to come to time, Danforth being laid up with a bruised leg, and the chain of Williams' tricycle breaking made it impossible for him to start. The officials were: Referee, L. R. Harrison; judges and timers and checkers at fifty-mile point, E. C. Hodges, A. D. Peck, Jr., and Charles S. Howard.

As careful checkers were stationed all along the route at all the turnings, and several watches were held upon the result, the only apparent question which can be raised is upon the distance, and regarding this Capt. Harrison stated

that it had been gone over by a number of persons with cyclometers, and had carefully been measured upon the map. There would seem to be no doubt of its correctness, and, had records not been broken, it would not again be gone over for verification, but, in order to do away with even the slightest doubt, a party of wheelmen, carrying cyclometers, will on Sunday next carefully go over the entire route.

As the journey was taken from the Newton Centre checker to the big sign boards, Rhodes' leg, which had been injured previous to the race, gave out, and he soon found himself obliged to pedal almost entirely with one foot.

Theodore Rothe met with a singular accident at Newton Centre. While going at a terrific pace he suddenly came in contact with the shaft of a wagon. Immediately he found himself riding on the shaft, the frightened horse going at full speed, and his bicycle moving along beside him. After going some twenty or thirty yards the animal was stopped, and Rothe, resuming his machine, proceeded uninjured.

Dashing round the corner into Washington Street, Mr. Stall, pacemaker for Weber, ran over a youngster who was standing in the centre of the road. The boy and the rider were both sent flying in all directions over the road, but fortunately without seriously hurting either. The bicycle was smashed, however, and another had to be secured.

The machines ridden by the men were: Weber, Star; Ives, Victor; McCurdy, Columbia; Rhodes, Victor; Rothe, Victor.

MONTREAL, 19 September. — Sports of Young Irishmen's Literary Association. *Three Mile Bicycle Race.* — F. S. Crispo (1), 11.15; H. M. Ramsay (2), 11.20.

PULLMAN, ILL., 26 September. — Sports of the P. A. C. *One Mile Bicycle Race.* — F. B. Bradley, 20s. (1), 30.28½; W. S. Webster, 10s. (2); Phil Hammel, scratch (3). *Three Mile.* — W. S. Webster (1), 11.16; F. B. Bradley, 20s. (2); Phil Hammel, scratch (3).

EAST HARTFORD, CONN., 30 September. — A large crowd attended the races of the East Hartford Bicycle Club. The races took place on the new quarter-mile track of the club about a mile east of East Hartford Main street. The track is a new one, and the club had not had time to put it in the best possible shape, but the surface is good, and the track well laid out. No grand stand has yet been put up, but a row of settees had been placed near the judge's stand.

*One Mile, Handicap.* — H. E. Bidwell, scratch (1), 3.25; E. S. Horton, 25 yards (2); W. L. Prior, 50 yards (3).

*One Mile, Novice.* — F. Beaumont (1), 3.51; F. Fuller (2); L. Brasch (3).

*Half Mile Run and Ride.* — H. E. Bidwell (1), 2.05; C. B. Ripley (2).

*One Mile, 3.25 Class.* — E. Arnold (1), 3.51; H. Welles (2); F. Fuller (3).

*Two Mile, Lap.* — H. E. Bidwell (1), 7.22½; F. C. Jackson (2); J. A. Lounsbury (3).

*Two Mile.* — DeBlois (1), 7.25; Forbes (2); Prior (3).

*Three Mile, Handicap.* — H. E. Bidwell, scratch (1), 11.25; C. B. Ripley, 20 sec. (2); W. B. Ford (3).

*Quarter Mile, Boys.* — D. L. Burnham (1), 58 sec.; W. James (2).

*Slow Race, 150 feet.* — Dr. McKnight (1); Mr. Forbes (2).

*Team Race, Crank vs. Star.* — J. A. Lounsbury, crank, finished first in 3.33.

The committee could not have been familiar with the rules of the L. A. W., for we are told that the officials nearly all participated in the races.

### Record-Breaking.

SPRINGFIELD, 1 October. — R. Howell against time on a tricycle. Quarter, 44½; half, \*1.24½; three quarters, \*2.07; mile, \*2.49½.

SPRINGFIELD, 1 October. — F. Wood against time on a bicycle. Quarter, 38; half, 1.17½; three quarters, 1.59½; mile, 2.41. No record broken.

ST. LOUIS, 30 September. — W. A. Rowe, of Lynn, on a bicycle against time. Quarter, 37½; half, 1.16; three quarters, 1.57; mile, \*2.38½. Rowe got a bad start and lost fully half a second, and he made a second attempt. A good start was effected. Quarter, 40½; half, 1.18½; three quarters, 1.59½; mile, 2.40.

ST. LOUIS, 30 September. — Geo. M. Hendee against time on a bicycle. Quarter mile, 36½. Two watches had it 36½—the other recorded 36 seconds. Hendee was out of condition, and would ride only for the quarter record.

ALBANY, 30 September. — The fourth annual races of the Albany Bicycle Club took place at Island Park, before a large number of spectators, of whom many were ladies.

*One Mile, Novice.* — S. G. Smith (1), 3.38; W. C. Hickox (2), 3.38½; H. Richmond (3).

*Half Mile.* — H. S. Kavanaugh (1), 1.27½; H. L. Burdock (2), 1.29½.

*One Mile, Club.* — A. P. Dunn (1), 3.12½; S. G. Smith (2).

*Five Mile.* — H. S. Kavanaugh (1), 18.35½; J. G. Burch, Jr. (2).

*One Mile, Team.* — Trojan Wheelmen (1), 20 points; Albany Club (2), 16 points. A. P. Dunn finished first in 3.6½; Wyley (2), 3.7.

*Slow Race, 50 Yards.* — E. Ellenwood (1), 1.55.

*One Mile, Hands Off.* — H. L. Burdock (2), 3.5½; A. L. Edmunds (2), 3.6.

Sid Nicholson, of Utica, gave an exhibition of fancy riding.

*Five Mile, Club.* — A. P. Dunn (1), 16.25; A. H. Scattergood (2), 19.10.

*One Mile, Time 3.34.* — J. G. Burch, Jr., 5.34½; W. C. Hickox (2), 3.37; A. J. Gallien (3), 3.30.

*One Mile Consolation.* — W. E. Page (1), 3.6; A. L. Edmunds (2), 3.6½.



# "I ride the Victor, because I think it is the fastest bicycle made."

GEO. M. HENDEE.

COLORADO WHEEL CLUB RACES.—These were run off at Denver, 25 and 26 September. Results: *Half Mile*,—H. G. Kennedy (1), 1.30. *Two Mile*,—F. Wurtzeback (1), 6.36. *Mile Club*,—C. C. Hopkins (1), 3.09. *Five Mile Handicap*,—W. L. Van Horn, 10s. (1), 17.21, which is now the State record. *Hundred Yards Slow Race*,—Won by B. M. Kennedy. *Three Mile Handicap*,—H. G. Kennedy, scratch (1), 10.08. *Half Mile, Boys*,—B. M. Kennedy (1), 1.45. *Mile, 3.30 Class*,—J. J. Alter (1), 3.27. *Two Mile, Open*,—H. G. Kennedy (1), 6.32. *Half Mile, Without Hands*,—W. L. Van Horn (1), 1.43. *Half Mile, 1.40 Class*,—F. J. Chamard (1), 1.41. *Five Mile State Championship*,—W. L. Van Horn (1), 18.38. A series of special races were run off on the 27th. Results are appended: *Mile Novices*,—Pfeffer (1), 3.27. *Two Mile Open*,—Kennedy (1), 6.37. *Mile Boys' Handicap*,—Brown, 20s. (1), 4m. *Half Mile*,—Van Horn (1), 1.37. *Consolation*, Hannam (1), 3.30.

The following is a programme of the Chicago races:—

## FIRST DAY — FRIDAY, 16 OCTOBER.

1. One mile novice: 1st prize, silver handle silk umbrella; 2d, bicycle rifle.
2. Five mile, Illinois division championship: division medal.
3. One mile, open to all amateurs: 1st prize, gold watch; 2d, pearl opera glass.
4. One mile, professional: 1st prize, \$100; 2d, \$30; 3d, \$15; \$50 added if record is beaten.
5. Two mile, open to all amateurs: 1st prize, a bicycle; 2d, gold cuff buttons.
6. One mile, safety, wheels not over 40 inches: 1st prize, bronze clock; 2d, dressing case.
7. Three miles, open to all amateurs: 1st prize, diamond ring; 2d, scarf pin.
8. One mile, tricycle, Illinois division championship: division medal.
9. One hundred yards, slow, Illinois division championship: division medal.
- 9½. Two mile handicap.
10. Ten mile, professional: 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten.

## SECOND DAY — SATURDAY, 17 OCTOBER.

11. Twenty mile: Columbia cup.
12. Two mile, professional: 1st prize, \$75; 2d, \$30; 3d, \$15; \$50 added if record is beaten.

13. Five mile, open to all amateurs: 1st prize, gold watch; 2d, bicycle photographic outfit.

14. Fancy riding, Illinois division championship: division medal.

15. One mile, Illinois division championship: division medal.

16. One mile, open to all amateurs: 1st prize, bicycle; 2d, complete outfit of silk tights.

17. Five mile, professional: 1st prize, \$35; 2d, \$70; 3d, \$15; \$50 added if record is beaten.

18. Three mile, tug-of-war: special prize.

19. One mile, tricycle: 1st prize, fine music box; 2d, gold watch chain.

19½. One mile, 3.20 class.

20. One mile, consolation: 1st prize, bronze clock; 2d, silver chronograph; 3d, L. A. W. pin; 4th, silk umbrella.

Open to all amateurs, except Nos. 2, 8, 9, 14, and 15, which are open to Illinois L. A. W. members only, and Nos. 9½ and 19½, which are open to members of the Illinois division only.

R. P. GORMULLY, of the firm of Gormully and Jeffery, has contributed a gold medal to the Chicago Bicycle Club for the winner of the twenty-five mile road wheel race on the track of the C. B. T. Association. The race will be run in the near future, the club racing board having the matter in charge.

NEXT Saturday will be run the much-talked-of tricycle race between the 1885 crop of Boston Club members. The entries thus far are: Messrs. Robinson, Huston, Lambert, and Mann.

## WHEEL CLUB DOINGS

THE trip of the Massachusetts Club to visit the Citizens' Club, of New York, has been arranged so as to leave Boston Monday, 12 October, probably by the Fall River line. Tuesday, Wednesday, and Thursday they will be entertained by their hosts, and on the latter evening they will start for home, probably by rail.

AT the semiannual entertainment of the Lynn Cycle Club on the 16th, there will be an exhibition of double and single fancy bicycle riding, obstacle races, and dancing.

THE second sociable of the Massachusetts Club on next Saturday will consist of an athletic entertainment; the third, on the following week, will be of a literary

nature; and the fourth, on the 24th, will be of a general nature.

THE season of chop suppers was opened at the Hudson Club on Saturday evening last.

J. E. ALDEN has resigned his stewardship of the Massachusetts Club.

VICE-PRESIDENT, captain, and lieutenant of the Hudson, N. Y., Bi Club have returned from a very enjoyable two-weeks tour along the coast of Massachusetts, taking back an increase of animal tissue almost incredible.

A PROPOSITION to join the League in a body will come before the Boston Club on Friday night.

## CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.  
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.  
Colorado.—Geo. E. Bittering, 608 Harrison avenue, Leadville.  
Illinois.—L. W. Conkling, 108 Madison street, Chicago.  
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.  
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.  
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.  
New York.—Dr. A. G. Coleman, Canandaigua.  
New Hampshire.—W. V. Gilman, Nashua.  
New Jersey.—L. H. Johnson, Orange.  
Ohio.—Alfred Ely, 871 Prospect street, Cleveland.  
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.  
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.  
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.  
Iowa.—S. B. Wright, Oskaloosa.  
Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
APPLICATIONS.—Dr. George A. Gorgas, 6 Market square, Harrisburg, Pa.

## TO CORRESPONDENTS

W. ELLIOTT. If there was no competition there would be no offence.

F. M. G. 3.08½, by W. S. Clark, 31 January, 1879.

H. S. M. The Quadrant front wheel is twenty-six inches.

R. H. S. We don't know that they can be had over here. Our item was based upon an article in use in England.

S. F. M. The horse "Capt. McGowan" trotted twenty miles in 58.25 at Boston, 31 October, 1865. It was his second successful attempt to put twenty miles within the hour. The horse "Controller" ran twenty miles in 58.57, at San Francisco, 20 April, 1878. The hundred mile trotting record in 8.55.51, made by "Conqueror," L. 1., 12 November, 1853, fifty-mile trotting record, 3.55.40½, by "Ariel," at Albany, in 1846.

NEW YORK. We send club-rate circular.

## FIXTURES

- 9 and 10 October:  
Tournament of Omaha (Neb.) Wheel Club.  
10 October:  
Races at Norristown, Penn.  
Boston Race.  
16 and 17 October:  
Division races at Chicago, Ill.  
20 October:  
Road race, Wheeling, Va., to Uniontown, Penn.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 56-inch Humber Racer, ridden by Webber twenty miles inside the hour; only used at Springfield; price \$100. Address H. M. S., Box 5,319, Boston, Mass.

FOR SALE.—One 52-inch American Club ball pedals hollow rim and cyclometer, new in July; 52-inch American Rudge, ball pedals, bell and cyclometer; fine condition; \$85; 52-inch American Challenge, balls to front wheel, new, \$75; 50-inch Ideal ball to front wheel, new, \$60. Box 1525, Fitchburg, Mass.

FOR SALE.—One new 1885 Victor tricycle; \$125. F. C. W. HUTCHINS, Springfield, Mass.

FOR SALE.—One Victor tricycle, used only a very little; \$100 cash. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—Our entire stock of second hand machines some forty in all. Now is the time, and the AMERICAN BICYCLE COMPANY, Springfield, Mass., is the place.

FOR SALE.—One 51-inch new nickelled and enamelled Special Star; cost \$117; price \$90. CHARLES G. BRECK, Springfield, Mass.

FOR SALE.—One 54-inch Royal Mail Racer; weight, twenty-three pounds; fine order, \$75. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 52-inch nickel and enamelled Oxford; been run about sixty-five miles; just about as good as new; \$65. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 56-inch full nickel Sanspareil, in fine order; only \$70. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch Special Club, nickel and painted; fine order; \$65. AMERICAN BICYCLE COMPANY Springfield, Mass.

FOR SALE.—One 54-inch American Star; been run about twenty-five miles; just about as good as new; \$55. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch Matchless: nickelled and painted; good order; only \$70. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 50-inch Rudge Light Roadster; wheels enamelled, and the balance nickelled; used only a very little; \$95. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 58-inch Rudge Light Roadster; wheels enamelled, balance nickelled; in fine order; \$90. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 58-inch Royal Challenge; has been run only about 150 miles; good order; \$67.50; cash will buy it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 52-inch full nickelled British Challenge; been run a very little; \$85. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch Royal Mail with cow horn bar, and in excellent order; only \$80. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch Sanspareil; wheels enamelled, balance nickelled; excellent order; \$80. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 56-inch Harvard; good order; \$65. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch nickelled and enamelled Standard Columbia, in good order; \$65. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—Complete Wheel House; large enough to walk about in; will accommodate a tricycle and two bicycles easily; fitted with shelves, hooks, two windows, and wide locking doors; is tight, painted, and has tinned roof; can be taken apart to move; cost \$28; will sell as it stands for \$14. HENRY W. WILLIAMS, 258 Washington street, Boston.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE.—A 51-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

FOR SALE.—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

CLUB SONGS FOR WHEELMEN  
PRICE 25 CTS. T. S. MILLER & CO.  
23 So. JEFFERSON ST. CHICAGO

THEY ALL CHOSE

## "QUADRANTS"

Four well-known Cyclists lately visited England for a Tricycle tour. They all wanted "the best tricycle in England."

THEY ALL CHOSE

## "QUADRANTS"

With the most satisfactory results.

J. A. R. UNDERWOOD,

Washington St., near Euclid,

DORCHESTER - - - MASS.

Call and see them, or send stamp for Catalogue.

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## LIQUID ENAMEL!

For general use on bicycles, tricycles, and other articles.

Smooth, black, lustrous, wears well, dries quickly, and is much the best article for the purpose in market; it is also much the cheapest. Price, 50 cents a bottle, with camel hair brush.

## FACILE

## LUBRICATING OIL!

Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.

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THE HUMBER TANDEM. (Patented in U. S. and Europe.)

THE HUMBER AUTOMATIC STEERER. (Patented in U. S. and Europe.)

THE HUMBER TRICYCLE. THE HUMBER BICYCLE.

ROADSTER TANDEM, Weighs 98 pounds.

ROADSTER AUTOMATIC STEERER, Weighs 62 pounds.

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# COLUMBIA RECORDS.

The Amateur Bicycle Record of the World. One Mile in 2.38 3-5

WILLIAM A. ROWE, at St. Louis, Sept. 30.

FASTEST MILE EVER MADE UPON AN AMERICAN MADE BICYCLE.

2.37 by JOHN S. PRINCE, in Mile Handicap, at Springfield, Sept. 8.

CHICAGO,

August 15.

21 to 25 Mile Bicycle Records Broken by  
N. H. VAN SICKLEN.

HARTFORD,

September 2, 3.

5 Mile L. A. W. Championship.  
By WM. A. ROWE.  
3 and 5 Mile Connecticut State Championships.  
By L. A. MILLER.  
6 First  
3 Second } PRIZES and POSITIONS.  
4 Third

SPRINGFIELD,

September 8, 9, 10.

1 Mile Amateur Handicap Won by WM. A. ROWE from scratch, in 2.41.  
BEST AMATEUR RECORD ON SPRINGFIELD TRACK.  
Mr. ROWE, on his Columbia Racer, also made a better average than any other American rider, and ahead of all English riders except one.  
4 First  
5 Second } PRIZES and POSITIONS.  
8 Third

BINGHAMTON, N. Y.,

September 15.

Every Open Event Taken on Columbia Racers.

ROCHESTER, N. Y.,

September 17.

Four out of Six Open Events Won on COLUMBIAS.  
5 Second  
4 First } PRIZES and POSITIONS.

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September 23.

Premier Positions in All Open Bicycle Events Won on COLUMBIAS.  
2.39 3-4 by WM. A. ROWE in the Mile Open.  
4 First  
3 Second } PRIZES and POSITIONS.

ST. LOUIS,

September 25, 26.

The COLUMBIAS Won as Many Prizes as all other Makes of Machines Combined.  
12 First  
4 Second } PRIZES.  
5 Third

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

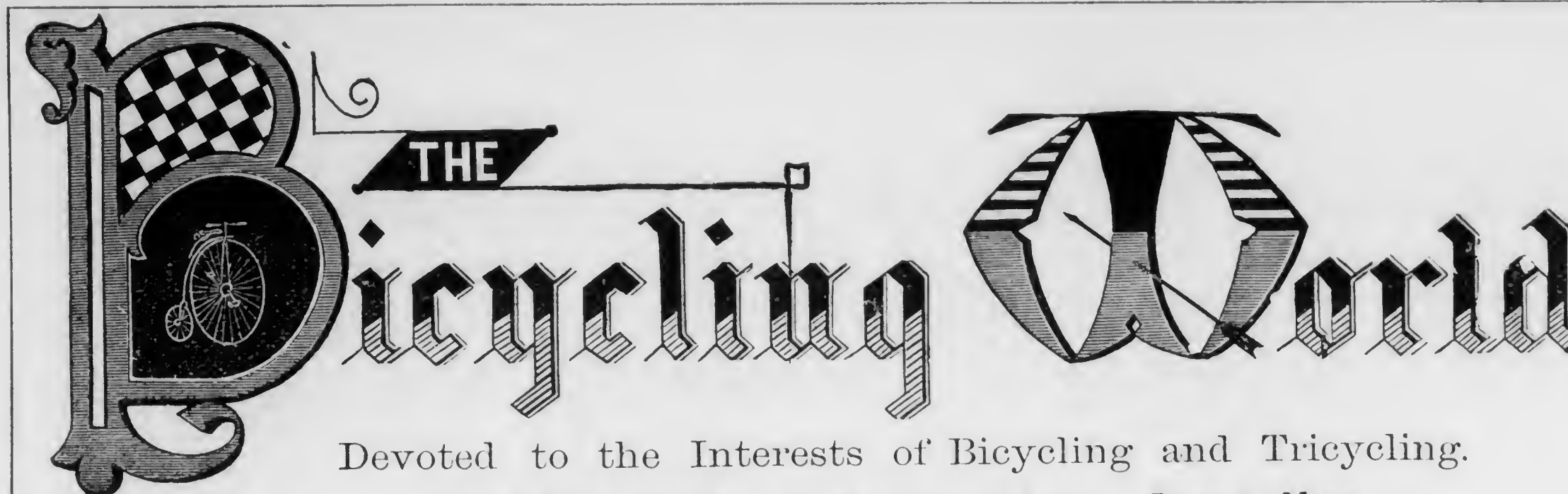
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ALFRED MUDGE & SON, PRINTERS, BOSTON.



Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.  
5 cents a copy.

BOSTON, 16 OCT., 1885.

Volume XI.  
Number 24.

**233 <sup>1</sup>/<sub>16</sub> Miles in 23 Hours 51 Minutes.**

A. A. McCURDY,

SEPTEMBER

**VICTOR BICYCLE,**

24 AND 25.

**This is the Highest American Record for 24 Hours.**

LYNN, MASS., Sept. 28, 1885.

OVERMAN WHEEL CO.:

GENTLEMEN,—In riding your Victor Bicycle 233 <sup>1</sup>/<sub>16</sub> miles in 23 hours 51 minutes (total time, including all stops), I am convinced that it is the Easiest Running Bicycle I have ever ridden.

Very truly yours, A. A. McCURDY.

THE WESTON SUPPLY CO. Will on Saturday, the 31st of Oct., remove their Boston Office to their Works, 95 Putnam Avenue, Cambridgeport, Mass.







# CYCLING PUBLICATIONS

## ENGLISH AND AMERICAN,

### ON SALE BY

# E. C. Hodges & Co. - - Boston, Mass.

American Agents for Iliffe & Son, Coventry, England, Publishers of the *Cyclist*, *Tricyclist*, *Wheel Life*, *Wheel World*, Bicyclists' Indispensable, Tricyclists' Indispensable, etc., etc.

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30 CENTS BY MAIL.

**TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK.**—By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged. Fifty cents by mail.

There will be no edition of this work in 1885. We have on hand a few copies of this work for 1884 and 1883, which we will mail for twenty-five cents each.

**THE BICYCLISTS' INDISPENSABLE** for 1885 is now in press.

**TRAINING FOR AMATEUR ATHLETES**, with special regard to bicyclists. By Dr. H. L. Curtis. The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way practical, it can be strongly indorsed as giving all the information that a book can give on this important subject. Second edition. Fifty cents.

**COMPLETE GUIDE TO BICYCLING.**—By Henry Sturme. Treats of the sport itself as distinct from machines. Learning to ride, touring, training, choice and care of machines, clubs, and literature are all fully gone into. To the recently joined it gives a quantity of practical information in small compass. Third edition. Fifty cents.

**HEALTH UPON WHEELS**, by W. Gordon Stables, M. D. Contents: What is meant by Health. Health of the Skin. Baths and Bathing. "The only Muddling" class. The Morning Tub. Rules for Sea-side Enjoyment. Diary of an Old Physician. Dyspepsia. Errors in Diet. The Man and the Stomach. Vegetables—Salads. Remarks on Diet. Alcoholic Stimulants and Temperance. A Comparison. The England of the Future. Drunkenness. Drinks on the Road. Advice on Training and Exercise. Sleep. Tobacco. Medicines in Training. Pure Air. Good Times Coming for Cyclists. Choice of a Cycle. Road Comforts. How to Ride. Clothing. Care of the Feet. Care of the Hands. Corns. Some Hints on Riding. A Chapter to the Fair Sex. Useful Books for Cyclists. The Abuse of Drugs. Best New Medicines. Soap—Toilet Requisites. Calmatives—Nervousness—Sleeplessness. Mineral Waters. A Tourist's Filter. Price by mail, Fifty cents.

**ROAD BOOK OF BOSTON**, by A. L. Atkins. A clearly-printed book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left. By mail Fifteen cents.

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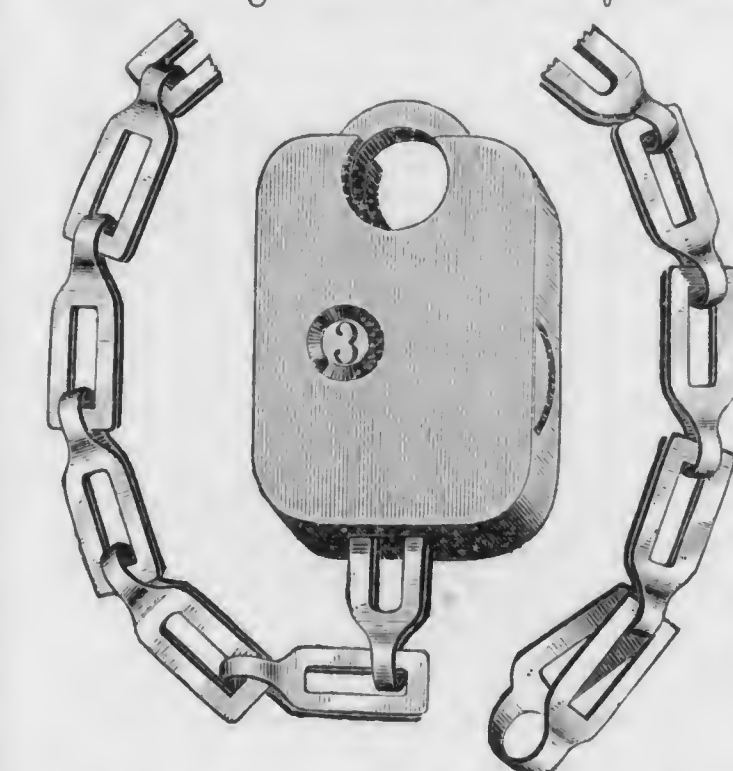
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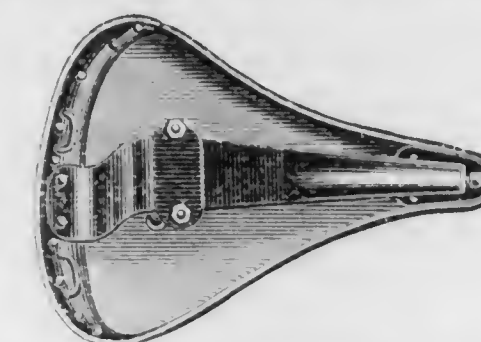
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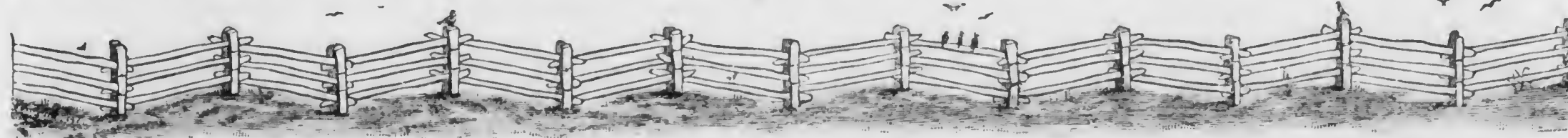
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 16 OCT., 1885.

THE English papers are still trying to talk our records out of existence, and have settled upon "fixed" watches. The "fixing" of every watch held at Springfield would be a miracle indeed. If our friends will bring forward one man out of the hundred or more who held watches at Springfield, and he will say that the timing was poor, we will commence to argue. In the present aspect of the case, we can only laugh at the contortions of the doubters.

Our English critics cannot understand how a man who enters a 3.10 class race, can go to the finish in 2.42. It would be more to the purpose for them to attack the system, than to dispute the record. When the men faced the starter at Hartford and at Springfield, it was well known

that the great majority of them could go way inside of the limit, but as they had no public record, they could not be barred. The men were not classed by their abilities, but by their records. If our English friends will say it is a poor system that lets fliers into the races set aside for the "duffers" (as they call the slow men), simply because they do not happen to have a public record for the distance, we will say the criticism is a just one. We have all along said our system defeats the object of the class races, and our racing men have not yet developed that keen sense of honor that will lead them not to seize a "pudding" when they can do it on a technicality.

THE course of the hundred-mile road race was measured on Sunday last by Capt. Harrison and C. S. Howard, and it was found to be three miles short. It transpires that the course has never been properly measured before this, but in laying it out a cyclometer measurement was taken for part of the distance, and the rest was measured on a map with a string. The road records stand now just as they did before this race was started.

### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Road Races.

*Editor Bicycling World:*—I cannot agree with "Brutus" in his remarks about road racing. To me this is the very best kind of competition, for it brings out the capabilities of the machines. To my mind a good road record is far more valuable than a good path record, for in the one a machine is used not unlike the ones the dealers sell us, but the path-racing bicycle is not a practical machine on the highway. I place no importance on seeing a road race. It is as unsatisfactory to me as to Brutus, but I think the results are satisfactory and instructive. I do not ride the Star, nor is that machine a favorite of mine; but if I were the makers, I should value the hundred-mile, the one-hour, and the Corey Hill records far above any successes in short races on the path.

CASSIUS.

#### Etiquette.

*Editor Bicycling World:*—I have little or no sympathy with Mr. Shriver's ideas on etiquette. Were all the world kin, it would make it a place more worth the while to live in. The hard and fast

rules of etiquette are destructive to fellow feeling and sympathy. I like the good old-fashioned customs of the New England towns, where everybody nods pleasantly to everybody in passing. I detest the stiffness of city etiquette. The so-called freemasonry of the wheel I heartily enjoy and shall continue to observe. It never hurts a man to be a gentleman. It does no injury to you or to me, if we bow, in passing, to a fellow wheelman, be he the veriest chump. I shall regret to see the icy coldness set in among wheelmen that will obtain when Mr. Shriver's worldly etiquette is introduced.

H. A. SCHALL.

#### Reinstatement.

*Editor Bicycling World:*—A friend of mine desires to join the wheel club to which I belong, but he cannot do so because he is a professional, and we do not admit any but amateurs. Now I would like to know why the League cannot reinstate him. He is an amateur wheelman to all intents and purposes, and intends to remain so, but a few years ago he rowed in a race for money, and became a professional oarsman thereby. The League can certainly make him an amateur if they vote to do so. If not, why not?

H. S. K.

[A professional in one sport cannot be an amateur in another. Suppose the League should vote to reinstate your friend, and next year he should try to enter the races of the National Association of Amateur Oarsmen. He is down on their books as a professional. What answer do you think they would make to him if he should say in answer to a protest that he had been reinstated by the League? Would the League recognize Mr. Prince as an amateur, if the N. A. A. O. should make him such? Your friend must go to the N. A. A. O. for reinstatement.—ED.]

#### His Other Leg.

*Editor Bicycling World:*—In a recent issue of the BICYCLING WORLD was the following item:—

"Sammy Smug," the canine destroyer of the Canton road, was out on Joe Dean's Quadrant cycle the 'Anglomaniac,' and declares, with his hand on his chest, that he rode up Codman Hill with one leg."

After a spirited discussion, at the last meeting of Detroit Bicycle Club, it was, on motion of Mr. Podwinkle,—

*Resolved,* That our president be requested to inquire of the editor of the BICYCLING WORLD: What become of Mr. "Smug's" other leg?

L. J. BATES, *President.*

DETROIT, MICH., 7 October, 1885.

[We have investigated the thing, and find that his other leg went on foot.—ED.]

#### The Question in a Nutshell.

*Editor Bicycling World:*—Your correspondents have failed to strike the keynote of the etiquette question.



There can be no harm in the action of a gentleman who respectfully touches his hat to a lady, but how is she to know the difference between the respectful salute of a gentleman, and the impertinent bow of a "masher." If ladies could tell when the gentlemanly act ends and the "mash" begins, there might be some excuse for the promiscuous salute. SENSE.

#### Distance Records.

*Editor Bicycling World:*—If long-distance road riders or promoters of long-distance races desire to know the length of any course they may lay out, it is an easy matter to get at the right figures by application to the city and town authorities. Every foot of the course over which the men ran in the Boston race has been accurately measured, and there is a record of the distances on file. This will involve some trouble, and here lies the reason why cyclistometer measurements have been used. ENGINEER.

#### Etiquette.

*Editor Bicycling World:*—I hope Mr. Shriver will have no influence among wheelmen in his attempt to destroy the freemasonry of the wheel. Let the etiquette he advises be observed in New York, but let New England go in for the interchange of courtesies among wheelmen, that has been a feature since the bicycle came in. Every wheelman is my friend. He can be that without being my associate. If I thought there was a wheelman inside the League that was unworthy a nod of the head from me, I would not belong to it. A nod of the head costs nothing. It means much. COURTESY.

#### Hard Hills.

*Editor Bicycling World:*—Can you tell me if the hills running to the top of Beacon Hill are rideable? I refer particularly to Mt. Vernon street and the streets running out of Cambridge street. Why go out to Corey Hill when we have such ascents right in the city? I should like to see a hill-climbing contest on Mt. Vernon street, and I doubt if many could climb it. Will any rider who has climbed this street or the others let me know in these columns? A. B. TOWNE.

#### Etiquette.

*Editor Bicycling World:*—Is there any civilized country where a gentleman bows to ladies whom he does not know and who do not know him?

Does any form of locomotion relieve a man of the restraints of good breeding? And if not, why should he do, when riding a bicycle or tricycle, a thing he knows he would not do under any other circumstances?

Of course, giving assistance to any one,

man or woman, who is in need of it, is purely a question of right feeling, not of manners, and is always proper—provided the one proffering it is not intrusive or forthputting.

A lady has the privilege of bowing or not, as she chooses, to men whom she knows—but who ever heard of any man assuming it? The more I think of it, the more curious it seems that the question ever came up. We all know why and how the "saluting" custom came in vogue among men,—but those reasons never in any way applied to ladies. They did not join the ranks of cyclists until after the "days of darkness" were over—consequently they never entered the "brotherhood" of the early martyrs, and there is now no reason why they should be treated differently when riding than they would be when walking. SUBURBAN.

BOSTON, 9 October, 1885.

#### Record Classification.

*Editor Bicycling World:*—I notice that a contemporary has been getting the ideas of leading wheelmen regarding the proposed classification of records, and while one man says he will "kick like a steer if any change is made," I do not find that he or any of the other men show a well-grounded objection to the plan. There are two ways of making records: in competition, and against time. Judging from what we have seen the past month, the racing men prefer to get records in runs against time. Why? They all claim that it is harder to get records in this way. This may be so, or it may not. Let us study the thing. A makes a mile in competition in 2.40; B makes a mile against time in 2.40. Which is the better record? At present they would stand the same. When we institute comparisons we should take things under the same conditions. Are the conditions of a run against time and a race the same? If they are, the records should not be classified. If they are not, let us separate the records and compare those made under similar conditions, one with the other. The idea behind the racing rules is the establishment of like conditions in all racing. When this is obtained, we get records that can be compared. Of the two classes of records proposed, it does not follow that one will be subordinate to the other. Where there is no comparison, there is no subordination. I hope the records will be divided, that we may know just what may be expected of a man in competition, and what we may look for in runs against time. BOSTON.

#### Novice Race.

*Editor Bicycling World:*—As I believe "Westerner's" inquiry in last week's WORLD originated in this county, and had reference to the races of our club 30 September, I will say that we did not announce a novice race, and then say that entries shall be confined to those who had never raced. We announced

primarily a race for those who had never raced, and for want of a better term, called it a novice race. Entries were invited and made under the condition imposed, and I still believe we had a right to make just the kind of a race we wished, provided we kept faith with the wheeling public. "Westerner" means all right, but in his inquiry omits to bring out the vital fact of the case. The race in question was never mentioned in print without fully explaining, each time, that it was intended for those only who had never raced. I was fully aware of the definition of novice given by the racing board, and for that reason was careful to make our proposition perfectly clear on all occasions.

CHAS. S. COCK,  
Sec. Canton Bicycle Club.

CANTON, OHIO, 5 October, 1885.

[The error was in adopting the League nomenclature and making a new rule. If it was a novice race, the rule should govern it. If it was not a novice race, it should not have been called so. When a race meeting is governed by League rules, they are the highest authority, and no committee has a right to change them. If a novice race is announced, a contestant has a right to appeal from any rule made by a committee to the racing rules. If committees desire to arrange irregular races, they should give them new names. —ED.]

#### Notes by the Way.

I HAVE just made a record. Everybody is making a record nowadays, but most of them are done on paper, and will not bear investigation. I invite the most searching inquiry regarding my record, for I know that it is impregnable.

FIVE hundred and seventy-three miles in twenty-four hours, and machine and rider in good condition at the finish. Don't open your eyes in wonder, for it's all there. It was the machine, not the rider.

I HAVE been reading, with no little interest, the accounts of the records which have been made, and I have been surprised to find that it was all in the machine. The rider has generally gone along as a sort of companion to the machine, but it is the wheel that does the work every time.

WITH this idea in mind, I resolved to give all of my attention to the machine to be ridden, for, be it known, I had determined to have a hack at the twenty-four hour record. Of what use is it to train and diet, said I to myself. Give all your time to the machine. And so I went and saw Growzer. Growzer is a thorough mechanic, as well as a genius. He can make anything. Why it was only the other day that he made a machine guaranteed to peel four bushels of potatoes

in two minutes, but when he came to sell it, he could not find anybody that wanted to peel potatoes so fast, and he had to throw his machine on the scrap heap. I knew that Growzer could help me out, and so I looked him up.

"EASY enough!" said he, when I told him what I wanted. "I can make an attachment to the ordinary bicycle that will send it along at twenty, thirty, or forty miles an hour, and it will be light and compact." In five minutes I had closed a contract with him for a machine guaranteed to run twenty five miles an hour. In ten days the completed machine stood in my front entry.

I HAD expected to see a strange-looking object, composed of levers and cranks and things, but I got nothing of the kind. It differed in appearance from the ordinary bicycle only in the addition of a large drum attached to the axle. This drum was about forty inches in diameter, and two inches wide. Inside this lay the secret of the new machine, for a large and powerful steel spring was there ready to do its work of propulsion silently, but surely. Growzer had but to vary the strength of this spring, and he would have a machine of any power from ten to fifty miles an hour. This machine was stamped twenty-five miles by the maker, and this mark I took as a guarantee of its power.

It was unfortunate that the spring would have to be wound up every hour, but Growzer told us that springs would run down, and that we must not expect everything of them. He had, however, brought his genius to bear upon the thing, and gained a decided advantage by reducing the number of windings by one half. By an ingenious clip connected with the handle bar, and moved at will, the wheel was made to wind up the spring when running down the hills, and on the average road there are enough hills to give one complete winding during the hour. For the rest, the handle bar was easily detachable, and when off, could be used as a powerful crank to wind up the spring. That is all there was to the machine. It was simplicity itself.

I STARTED on my ride last week, choosing a night when the moon was doing its prettiest shine. The machine did all that Growzer promised, and not a bolt loosened nor spoke broke. I averaged twenty-five miles an hour, and glided along so silently, so securely, and so surely that I spent the time in one continued state of amazement. There was no need for work on my part. The spring was there to do the work, and I was on deck only as a sort of pilot. I kept my feet on the pedals, to be sure, but in doing so I retarded the wheel about as much as I propelled it, and so brought things out even.

I RODE first to Newburyport, 50 miles; then back again, 100 miles; then to Newburyport, 150 miles; then back again, 200 miles; then to Newburyport, 250 miles; then back again, 300 miles; then to Newburyport, 350 miles; then back again, 400 miles; then to Newburyport, 450 miles; then back again, 500 miles; then to Salem, 525 miles; then back again, 550; then sixteen times around the reservoir, 573 miles. I had four minutes to spare.

I SENT postal cards from places along the route, and have established the record beyond a doubt. Growzer is immensely pleased with my success. He wants to build a number of such wheels, but he lacks capital, and he cannot get a license. I do not doubt he could sell every machine that he could make similar to the one I have described, and yet, for want of capital, he must plod along, while the rich manufacturers speed over the road to success, and leave him

BY THE WAY.

#### Classification.

BELOW we give a letter from the official handicapper to the chairmen of the racing board. It presents the views of that officer on the subject of classification, and is given place in our columns in order to let wheelmen know how the racing board is meeting the question of classification, and with an idea of getting suggestions and ideas from racing men, and those interested in racing.

MR. ABBOT BASSETT, Chairman L.A.W. Racing Board:

Dear Sir,—In answer to your queries, I will give you the result of my observations on handicap and class racing.

First. I do not believe any material good can be effected by returning to the endless red tape of the "sanction" system. Let it alone. We have succeeded admirably without it. Its absence has not been abused, has simplified the board's work materially, and I doubt very much if the end desired by Mr. Kirkpatrick could be forced by a return to it.

The present rule regarding handicapping does not need any especial change at present. The object of a handicap race is to insure a close finish; to push the scratch men to fast time and record breaking, and to bring out the new men by giving them the inspiration of finishing close up with the best of them. This form of racing meets with particular favor in English bicycle races, and with foot races in our own country. The judgment of the handicapper is put to the severest test in handicapping bicycle races, for the weather and track, at the time a certain form is shown, has all to do with the time made. For instance, Kluge wins 3.10 class at Springfield, on a superb bicycle track, no wind, 8 September, in 2.41½, and defeats R. Chambers at New Haven trotting track, 23 September,

in 3.17, against a heavy wind. The effort was probably the same in both instances, and it is a racer's relative riding, and not his best time, that must guide the handicapper in placing him. Some of the tracks on which our bicycle races are held are not equal to the average country road in England, while one or two are the perfection of hardness and smoothness, with easiest possible curves. The present rules give the handicapper ample freedom, and the success or non-success of handicap races devolves upon the success of the board in finding the right men.

Mr. Kirkpatrick's idea of more class races and classification on a mile basis is worthy of consideration. Class races thus far have been merely a farce, an easy prey for pot hunters, and I refer you to the class races of the past two months as my argument.

We are not obliged to have all class races, as some of the readers of the WORLD understand Mr. Kirkpatrick to mean, but, instead of one mile, two mile, three mile, five mile, ten mile, and twenty mile open scratch races on the same afternoon, in which Furnivall, Rowe, and English divide up the eighteen prizes between them, although there may be thirty entries in a single race, he would have, say: One mile and ten mile open, scratch; five mile, handicap; one mile, 2.45 class; one mile, 2.50 class; one mile, three minute class; one mile, 3.10 class.

In this way he would give you a fine afternoon's sport. Fast time would be made in the open and handicap races. New men would be encouraged and brought out by the class races, and closer finishes would be attained, and a more interested and satisfied audience sent home, to come again at the first opportunity. For if riders are properly classed, they will generally give you a close finish, which always adds to the interest of the spectators. A close race among slow men is almost as exciting as if faster time was made; and oftentimes the local riders, who may be slow men, have a larger field of acquaintance and sympathizers among the local audience. In our present form of racing, these men are entirely in the background. At Springfield and Hartford, this fall, thirty-seven first prizes were given to amateurs. Twenty-five of these were won by five men, although some events contained as many as forty entries. When such men as G. H. Illston and F. Russ Cook are forced into a consolation race, there is need of a more thoroughly systematized mode of classing.

Our present racing rules do not cover the point. I would strike out from rule "F" the words "and positions in class races, excepting a novice's race," and then, under the definition of the different races, I would insert a rule, something like the form suggested below, defining clearly what a class race was. In this rule, let us break away from any necessary precedent in horse racing, which is run for the purpose of betting and jock-



eying, as much as for any pleasure it may afford the spectators. Anything that is really good, let us imitate, not from precedent, but because it is substantial common sense.

As the first three places in a race usually mean a prize, and always include honorable mention, I would suggest that winning such a place in any race, in better time than the class under consideration, prior to the closing of the entries for said class race, should be sufficient to bar a racer out of said class forever. If the fourth, fifth, or even sixth man should make from one to twenty seconds better than the class time, in consideration of their failure to win a place, they should not be barred until they have won a place under the time mentioned; on the same principle that we allow a racer to enter a novice race, until he has won a prize, however fast his time may be.

Class races should preferably be for a mile, and the official handicapper should keep a list (as far as lies in his power) of every amateur racer, and his best time for a mile, or reckoned from some longer distance if he has no mile record. Let a schedule be fixed for one, two, three, and five miles respectively, on a basis of 2.45, 2.50, 3, 3.10, and 3.20. For we have a difficulty here to contend with that is absent in horse racing, and that is multiplicity of distances. If the longer distances could be confined to scratch races, championships, and handicaps, and all the class races kept at one mile, I think it would be better and less danger of *processions*. The board might publish in the *Bulletin* a list of all the racers who have made under 3.20, and their respective classes, at the beginning of the season, and the official handicapper note the changes and additions weekly in the same organ. The first list would be less than two hundred, the changes weekly would not be numerous, and the projector of a race meet, by referring to the file of *Bulletins*, could readily classify a race. A racer, finding his position published, would not try to enter a slower class than he was entitled to; and if he was unjustly classed, he would have time to lay his case before the official handicapper and have it righted; whereas, if his first notice is given him on the track, it engenders hard feelings in several ways. You see I do not approve of *classing* a man on his ability. But I do say, if he has won a *prize* in a class, he should be satisfied, and pass on to the next class. Some injustice must be done somebody, and what we are striving after is to reduce the injustice to the minimum. I would suggest a rule something like the following:—

Rule 241.—A class race is open only to those, who up to date of the *closing of entries*, have not won one of the first three positions in a public event, in the same, or better time, than the class under consideration; or in relative time, judged from other distances according to the appended table.

One Mile.	Two Miles.	Three Miles.	Five Miles.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.
3.	6.10	9.15	16.
3.10	6.30	9.45	17.
3.20	6.50	10.30	18.30

It is suggested that in order to simplify the classing, and render the races more interesting, the promoters of race meets confine themselves to one mile classes.

I find there is *data* enough in the cycling papers and otherwheres, if we only had a rule to back us up in our position when taken. And I think suggestions from the racing board to promoters of race meets published in the *Bulletin* from time to time, followed up by occasional articles, would be all that is necessary to bring them into line, as has been shown in several instances in the past.

If the board should get up a blank, with a duplicate attached, ready to tear off and forward, and this blank contain spaces for all the information in detail that they desire, they would soon be universally adopted, if properly advertised in the league organ, and would furnish most, if not all, the information and *data* wanted by O. H., unless in case of some obscure meet that would not probably have much bearing on the case. Handicap races should be fully reported, especially the picking up of limit men, and their relative positions at finish.

I am, fraternally yours,

N. P. TYLER, M. D.,

Official Handicapper.

561 BERGEN AVE., JERSEY CITY, 30 October, 1885.

#### Recent Patents.

The following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington Street, Boston:—

No. 323,823. Velocipede, James M. Dillon, Birmingham, Ala. A three track tricycle.

No. 325,944. Velocipede, E. G. Latta, Friendship, N. Y. Assignor to the Pope Manufacturing Co.

No. 326,244. Tricycle, D. H. Rice, Lowell, Mass. A two track tricycle.

No. 326,245. Tricycle, D. H. Rice, Lowell, Mass. A two track tricycle.

No. 326,752. Velocipede, E. G. Latta, Friendship, N. Y., assignor of one half to A. G. Latta, same place. Relates to the handle-bar and adjacent parts of a bicycle.

No. 326,946. Bicycle saddle, F. G. Burley, Boston, Mass. A flexible seat attached to the frame by a lacing cord.

No. 327,084. Velocipede, Thos. F. Hennesy, South Kaukanna, Wis., assignor of one half to Louis Gantter, same place. Has an ordinary carriage body.

No. 327,397. Velocipede, Homer A. King, Springfield, Mass. Propelled by a rocking-chair in which are combined levers and connection to propelling boxed and driving-wheel, each movement of the rocking-chair forward or backward causing a rotation of the driving-wheel in one direction.

No. 327,399. Velocipede, E. G. Latta, Friendship, N. Y., assignor of one half to A. C. Latta, same place. A safety bicycle.

No. 327,408. Ball bearing for velocipede, Olaf Pihfeldt, Cooksey Road, Small Heath, near Birmingham, Eng.

#### The Boston Club.

THE regular monthly meeting of the Boston Club was held on Friday evening last. Among other questions that came before the meeting was the proposition to join the League, which was introduced by the reception of the following communication:—

To the Officers and Members of the Boston Bicycle Club:

GENTLEMEN,—The Massachusetts division of the L. A. W. begs the privilege of extending you an earnest, cordial invitation to return to membership in the L. A. W. We realize the feeling of animosity that, for reasons we are not at liberty and have no desire to criticise, has existed in matters pertaining to League affairs. We appreciate the difficulty of thoroughly overcoming and laying aside for all time prejudices that have been the outgrowth of thoughtlessness, or misunderstanding, or gross injustice. We can also appreciate any reluctance on your part to make changes, especially after a fair and possibly satisfactory trial of a new departure. Notwithstanding all this, we feel that, granting the Boston Club can and does get along without the L. A. W., the Massachusetts division cannot afford to have so large and powerful an organization as the Boston Bicycle Club numbered among the unattainable possibilities. We recognize in your club one of the pioneer cycling bodies of America, and have in mind the influence you have always exerted in your vicinity, in the State, and wherever your members have had cause to go. It is with regret that we recall your withdrawal from the L. A. W., and of your withheld support and co-operation as a body. We firmly believe the L. A. W. to be worthy of your espousal, and assure you that the Massachusetts division would heartily welcome your return to her ranks. To that end, gentlemen, we do most respectfully, yet earnestly, urge your careful consideration of the question. The advantage and final outcome may seem little or nothing at present, though they cannot fail to be other than beneficial eventually, and thereby lend your support and influence and numbers to the Massachusetts division of the L. A. W.

Very respectfully,

HENRY E. DUCKER, *Chief Consul*.  
SANFORD LAWTON, *Secretary-Treasurer*.

The question was earnestly debated, and the step was advocated by President Hodges and others. As an outcome of the debate, the club voted unanimously to join the League, with the beginning of the year, in January.

#### Route to Providence.

REV. S. H. DAY, of East Greenwich, R. I., sends us the following route to Providence:—

Boston, Dedham, Norwood, Walpole, South Walpole, Foxboro' Centre, Attleboro', Dodgeville, Hebronville, Pawtucket, take East avenue to Providence.

# RUDGE RECORDS.

ANY BICYCLE CAN WIN A RACE.

Every Bicycle CANNOT make a Record.

ONE MILE.

RUDGE

RACER,

2.31½.



ONE MILE.

RUDGE

SAFETY,

2.43.

One Mile RUDGE Tricycle, 2.49½.

We regret to say that we have not space to insert all of our other records; suffice it to say that we have every record inclusive from

3 TO 20 MILES.

SOLE U. S. AGENTS.

STODDARD, LOVERING & CO.,

152 TO 158 CONGRESS STREET, BOSTON, MASS.



# THE "CLUB" SAFETY!

— AT —  
Springfield, Mass., September 9th, 1885.

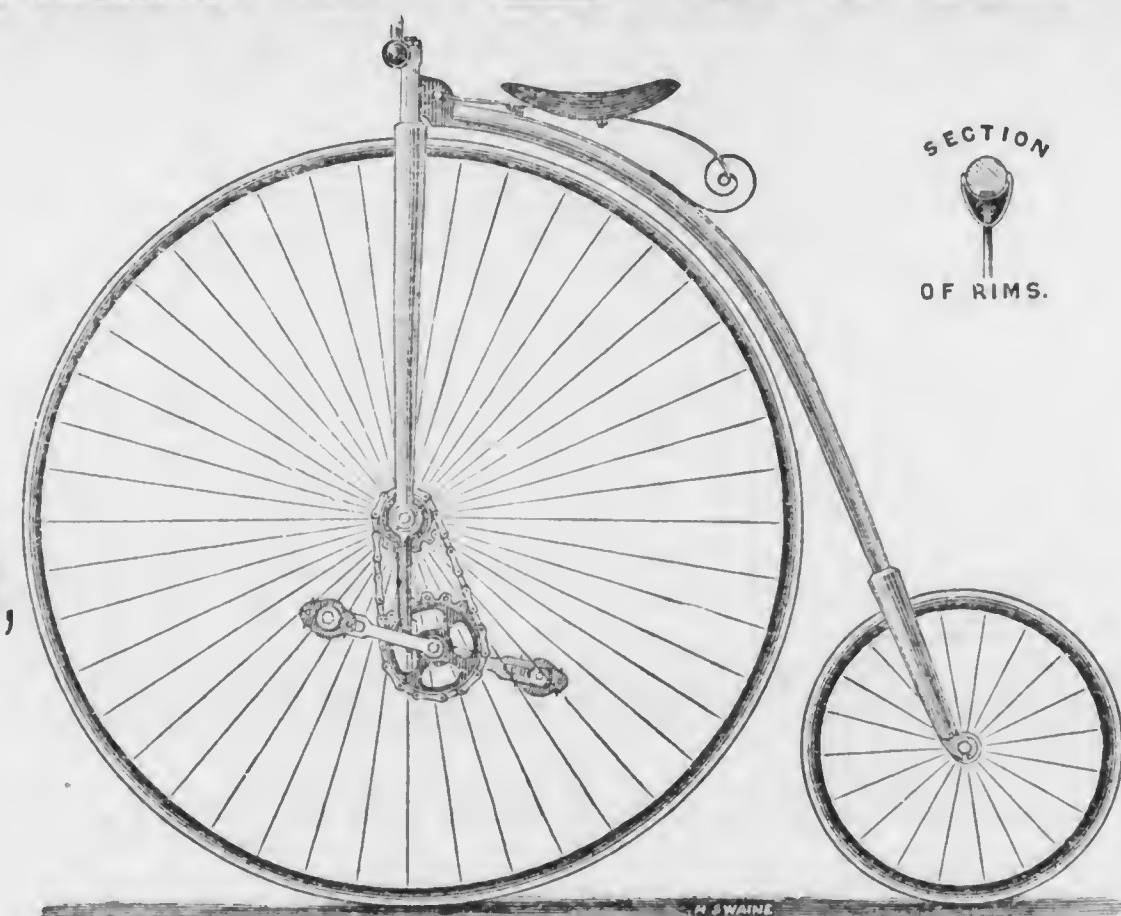
## RECORDS.

HALF MILE,

1.25 $\frac{3}{5}$ .

THREE FOURTHS MILE,

2.8 $\frac{4}{5}$ ,



2  
MILES,

6.05.

The Strongest, Fastest, and Most Perfect Safety Made.

THE  
COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,  
BOSTON.

# The STAR before the Curtain.

## THE TRACK.

Best Records from 4 to 20 Miles Made by an American Rider, viz,

### RECORDS.

4 MILES	-	-	-	11.17 $\frac{1}{2}$	12 MILES	-	-	-	35.22 $\frac{1}{2}$
5 "	-	-	-	14.12 $\frac{1}{2}$	13 "	-	-	-	38.25
6 "	-	-	-	17.16 $\frac{3}{5}$	14 "	-	-	-	41.26
7 "	-	-	-	20.16 $\frac{3}{5}$	15 "	-	-	-	44.24
8 "	-	-	-	23.15 $\frac{1}{2}$	16 "	-	-	-	47.22
9 "	-	-	-	26.17	17 "	-	-	-	50.26
10 "	-	-	-	29.20 $\frac{1}{2}$	18 "	-	-	-	53.32 $\frac{2}{5}$
11 "	-	-	-	32.21 $\frac{1}{2}$	19 "	-	-	-	56.38

20 MILES - - - 59.46.

BESIDES WHICH WE OFFER

20 Miles, 135 Yards within the Hour,

A FEAT PERFORMED BY NO OTHER AMERICAN RIDER.

IN ADDITION TO THESE THE STAR HOLDS

The 1-2 Mile, 15 Mile, and 25 Mile L. A. W. Championship for the Year.

## THE ROAD.

THE WORLD'S RECORD FOR 80 AND 100 MILES,

50 miles, 3 hours, 10 $\frac{1}{2}$  minutes. 100 miles, 6 hours, 57 minutes.

## THE HILL.

The Star is the only Machine which has ever succeeded in climbing Corey Hill in a legitimate contest, being the only wheel which successfully surmounted the obstacle in the Boston Club's Hill Climbing Contest in 1883.

Considering the fact that the STAR is in direct competition with over five hundred other makes of wheels, and that its constituency of riders is in proportion of one to fifty in America and one to five hundred as opposed to the entire crank army of the world; also that in races the STAR machines ridden have weighed, in cases, double the weight of the crank wheels opposed to them, we consider our showing a good one.

THE H. B. SMITH MACHINE CO. - - Smithville, N. J.

W. W. STALL, Sole Agent for Boston and Vicinity.



# THE APOLLO'S RECORD

OF

## 211½ MILES IN 24 HOURS

HAS BEEN BEATEN, BUT NOT THE

# APOLLO

Itself, as it Remains Unsurpassed by any Wheel on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

New Invoice of Apollos Just Received.

## SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

## W. B. EVERETT & CO.,

6 and 8 Berkeley Street - - - BOSTON,

SOLE UNITED STATES AGENTS.

### EXOTICS

M. V. J. WEBBER entered a five mile race at the Keen testimonial 26 September, and was defeated by Hillier in 16. 10½.

*Wheel Life* for 2 October follows up its cartoon of "English Heroes" by one entitled "American Heroes," in which are given portraits of Ducker, Hendee, Burnham, Stone, Woodside, Cook, Miller, and Prince. The question arises, why not Rowe, Kluge, Weber, or Neilson?

The number of English cycling papers has been reduced by the union of three in one. *Wheel Life*, the *Tricyclist*, and the *News* have been consolidated under the title "*The Bicycling News and Tricycling Gazette*." Geo. Lacy Hillier, F. Percy Low, H. H. Griffin, and W. McCandlish will be on the staff of editorial writers.

The latest invention of Mr. Bown, of ball-bearing fame, is a novel alarm. At a first glance it looks as though it was only a trifling departure in pattern from the well known "Big Ben" alarm, but when examined closer, it appears that there is no thumb-piece or "trigger," the striking apparatus having a direct connection with the horn grip of a "spade" tricycle handle. This spade handle is of the now general pattern, but instead of the grip portion being rigidly riveted to the metal bow, it is pivoted thereon, so that it can be twisted round vertically. Outside the bow a pinion is mounted on the end of the pivot, this pinion engaging its teeth in the striking gear of the gong, so that when the tricyclist wishes to sound the alarm, he need not remove so much as a finger from the handle, but can give either a short stroke or continuous tintinnabulation by twisting round the grip of his handle.

TRACKS of the world: Springfield, 1; Hartford, 2; Cambridge, 3; C. P., 4; Lillie Bridge, 5; A. P., 6, and Aston, 7, but the last four are but garden walks when compared to Springfield and Hartford. — *Wheeling*.

The long-distance race promoted by Rudge & Co., to be run on Coventry Rotary tricycles, was contested 24 September. The result was not altogether unsatisfactory. The winner, J. H. Adams, accomplished a marvellous performance by covering 232½ miles, and thus beat by a mile the record of 231½ miles, made by C. H. R. Gossett for the same time during last July; T. A. Edge rode 224 miles in the specified time, while the third man, R. Billson, finished after covering 206½ miles.

The hundred-mile road race for riders of the Rover Safety, was run 26 September. The course was from Norman Cross to the thirty-fifth mile stone from London, on the Bath road. Geo. Smith won the race, and beat his previous rec-

ord on the Kangaroo, which was the best. The leaders finished as follows:—

	H.	M.	S.
G. Smith.....	7	5	16
E. Hale.....	7	17	3
D. Belding.....	7	28	25
P. T. Letchford.....	7	30	55
O. G. Duncan.....	7	55	3
P. J. Hebblethwaite.....	8	3	50
S. Golder.....	8	11	35

The half-distance was made by S. Golder, who took the record in 3.5.34.

A NOVELTY has been executed at the Lancashire and Yorkshire Railway Company's carriage works, in a form of a railway tricycle, with four seats in front, with springs, etc., like an ordinary tricycle, so as to allow four drivers to work with their feet the two large driving wheels. It is estimated to attain a speed of twenty miles an hour, and being fitted with a handy brake, can be stopped at any point required by the engineers of the railway company in their tours of inspection. There are also two benches, with boxes for tools, etc., underneath, made to seat half a dozen plate layers when required. Handles are affixed at both ends, so that three or four men could easily lift it off the rails. Hitherto this work has often had to be done with a plate-layer's bogie, propelled by feet touching the road. It has been made for the Preston and Wyre Railway.

M. V. J. WEBBER reached his home in Ryde, 28 September. He was met on arrival by the members of the Vectis Cycling Club, by whom he was warmly greeted, and was then escorted to his home, amid the cheers of the populace and the inspiring strains of "See the Conquering Hero Comes," by the Volunteer band. His father thanked the people on his behalf, and remarked that his son's victory was a national honor.

*Wheeling* and the Coventry papers are now comparing reports of the Springfield races, and trying to determine which had the least number of errors. The former offers to forfeit £100 to any wheel society if it cannot be proved that they had the most correct report.

THE annual Kangaroo road race of one hundred miles was down for 10 October.

IN the autumn race meeting of the North Shields Club, Bob English was badly beaten from scratch, by T. D. Oliver, at one hundred yards. English fainted away after the race, and the medical man who attended him, said he suffered from "internal spasm," brought on by his sea voyage.

ENGLISH was given a reception supper by the North Shields Club, 22 September.

T. R. MARRIOTT made the John-o'-Groats trip in six days, fifteen hours, twenty-five minutes, thus beating all previous records over the course, both bicycle and tricycle. He rode a M. & C. Humber tricycle.

F. B. BALE, of the Coventry Machinists' Company, who was in America last year, has bade adieu to single blessedness.

### RACING NEWS

BROCKTON, MASS. — Races at the Brockton Fair. Second day: *One Mile*, — Randall, of Brockton (1), 3.18; Briggs, of Bridgewater (2), 3.18. Third day: *Five Mile Championship of Plymouth County*, — Pierce, of Brockton (1), 17.10. *One Mile*, Randall (1), 3.28; Pierce (2).

WASHINGTON, 5 October. — Races of the Capital Club. The races were contested in a spirited manner, but fast time was not made in any of them. W. E. Crist, of Washington, was entered in five races, and won them all. He made the three-mile lap race in 9.27½, with Kluge, of New Jersey (2); the five-mile race for the Flint Challenge Cup in 16.35½, with B. W. Hanna (2), and Howell Stewart (3); the two-mile race in 6.22½, with Hanna (2); the two-mile lap race in 6.17, with L. J. Barber (2), and the one-mile Safety race, with J. C. Smith (2). No time was taken in the Safety race. The two other principal events were won by Kluge. In the one-mile race he defeated P. S. Brown in 2.55½, and in the half-mile race defeated Hanna and others in 1.27½.

### More Record Breaking.

SPRINGFIELD, 8 October. Richard Howell attacked the two-mile tricycle record this day, and covered the distance in 6.12½, beating the world's professional record. The mile was made in 3.01½. There is no American professional two-mile tricycle record. The English record is 6.35, made by Fred Lees at Leicester, May 30, 1884.

The officials were as follows: Referee, J. B. McCune; judge, C. D. Allen; timers, George Warwick, W. C. Marsh, R. Chambers; starter, H. D. Corey.

SPRINGFIELD, 9 October. F. F. Ives, of Meriden, Ct., and W. A. Rhodes, of Dorchester, Mass., in an attempt to lower the 25-mile amateur bicycle record on Hampden Park to-day, made these records:—

20 miles.....	F. F. Ives.....	1. 3. 4
21.....	"....."	"....." 1. 6. 25½
22.....	"....."	"....." 1. 9. 50
23.....	"....."	"....." 1. 13. 2
24.....	"....."	"....." 1. 16. 4½
25.....	"....."	"....." 1. 19. 6½
25.....	W. A. Rhodes..	1. 24. 30½

Previous best 25 miles, 1.21.14½.

SPRINGFIELD, 10 October. Ives and Rhodes made a run for the records to 100 miles. A company of 40 or 50 were present most of the time, and the officers of the race stood to their long work manfully. E. H. Little acted as referee; R. S. Hitchcock, C. B. Patch, and J. E. Luther as judges; C. P. Shaffer as starter; W. G. McGarrett, H. W. Collins, M. D. Gillett, H. N. Winans, and



Robert James as timers. There was a wind from the northwest blowing down the track which hindered the up course, but the sun and air were warm for this season of the year. The start was made at 11.20 a. m., and Ives soon proved himself the better man for the long run. Rhodes dropped out at the end of 25 miles, but Ives kept at the work, with Rhodes, Cripps, McGarrett, and Rowe as pacemakers. Taking a rest at the close of the 62d mile and another after the 79th, he finished the 100 miles in 6 hours 25 minutes and 30 seconds.

The times are best on record above twenty-five miles, and are as follows:—

25 miles...1.24.18	63 miles...4.01.42
26 "...1.27.52	64 "...4.05.32
27 "...1.31.24	65 "...4.09.07
28 "...1.35.12	66 "...4.12.48
29 "...1.39.14	67 "...4.16.24
30 "...1.43.37	68 "...4.20.16
31 "...1.48.22	69 "...4.24.11
32 "...1.52.41	70 "...4.28.19
33 "...1.56.39	71 "...4.32.22
34 "...2.00.18	72 "...4.36.35
35 "...2.03.40	73 "...4.40.24
36 "...2.07.03	74 "...4.43.57
37 "...2.10.40	75 "...4.47.33
38 "...2.14.27	76 "...4.51.14
39 "...2.18.29	77 "...4.55.13
40 "...2.22.31	78 "...4.58.50
41 "...2.26.26	79 "...5.02.22
42 "...2.30.13	80 "...5.09.01
43 "...2.34.30	81 "...5.12.54
44 "...2.38.18	82 "...5.16.30
45 "...2.42.27	83 "...5.19.06
46 "...2.46.40	84 "...5.23.33
47 "...2.50.48	85 "...5.27.14
48 "...2.54.50	86 "...5.30.57
49 "...2.58.49	87 "...5.34.35
50 "...3.03.30	88 "...5.38.13
51 "...3.07.47	89 "...5.41.53
52 "...3.11.32	90 "...5.45.35
53 "...3.15.20	91 "...5.49.31
54 "...3.19.21	92 "...5.53.45
55 "...3.23.13	93 "...5.57.41
56 "...3.27.03	94 "...6.01.47
57 "...3.31.22	95 "...6.05.44
58 "...3.35.29	96 "...6.09.32
59 "...3.39.21	97 "...6.13.39
60 "...3.43.31	98 "...6.17.42
61 "...3.47.37	99 "...6.21.50
62 "...3.51.51	100 "...6.25.30

BOSTON, 10 October.—Road race of the Boston Bicycle Club novices. The 1885 crop of tricyclers belonging to the Boston Club had a friendly trial of speed from the Hawthorne to the club house, three and a half miles. The occasion drew a large crowd of club men to both start and finish. T. H. Lambert (1), 19; Harry Mann (2), 20.30; H. R. Robinson (3), 20.45. This was the first novices' race ever given by the club, and it is intended to repeat it each season. Among the prizes were a cyclometer, offered by the Overman Wheel Company, and a box of cigars by Mr. D. N. C. Hyams.

NEW YORK, 3 October.—Games of the Olympic Athletic Club. *One Mile*,—W. H. McCormack (1), 3.36; F. G. Warner (2); J. D. Witson (3). *Two*

*Mile*,—H. D. Edwards, 150 yards (1), 6.54; D. H. Renton, scratch (2).

STATEN ISLAND, N. Y., 26 September.—Games of S. I. A. C. *Three Mile*,—A. B. Rich (1), 10.7; D. H. Renton (2).

DARTMOUTH COLLEGE, 30 September.—College games. *One Mile*,—N. K. Noyes (1), 3.55; S. C. Kennard (2), 3.57.

TORONTO, CANADA, 2 October.—Toronto Institute games. *One Mile*,—A. McDonald (1), 4.31; A. Smart (2), 4.32.

WINNIPEG, MANITOBA, 26 September.—Annual tournament of the Winnipeg Club at Dufferin Park. *Five Mile Championship*,—K. J. Johnson (1), 22; W. E. Slater (2). *One Mile, Novice*,—Griffin (1), 4.56; Suckling (2). *Quarter Mile*,—Westbrook (1), 57; Osborne (2); Anderson (3). *One Mile Championship*,—W. E. Slater (1), 4.8; F. Westbrook (2). *Half Mile*,—Osborne (1), 2.4; Anderson (2).

In a recent bicycle race at an agricultural fair not many miles from Plymouth county, \$20 was put in the hands of an outside party, with which he was supposed to buy the two prizes for the winners. The medals were procured and sent to the winners, who were not satisfied with them, and were informed by experts that the cost could not have been over \$5.00 for the two. When the winner of the first prize refused to retain his medal as the prize he had won, the party, whose money-making scheme was liable to exposure, took him to a jeweler's and bought him a fine silver watch and chain.—*Globe*.

PRINCE writes from Chicago, under date of 7 October, in reference to the challenge of James to race on Hampden Park, that it reached him while they were both at St. Louis through one of the city papers, and was immediately answered through the same paper. This answer stated that Prince would race James any distance or for any amount, but that he could not see why the track at Springfield should be selected, as long as there were plenty of tracks in the vicinity. He stated, however, that if none but the Hampden Park track would do, and James would pay his expenses to Springfield, he would go on and give him all the racing he wanted. He is willing to bet James \$100 that he can beat him in any race in which they meet at Chicago, on the 16th, and he hopes that James will answer this offer in a sportsmanlike way.

THE Wakefield Club will hold a ten-mile championship road race Saturday, the 17th, for which an elegant gold medal is the prize, to become the winner's property after being won three consecutive times. The medal will be presented at a banquet after the race. The following will start: E. D. Albee, W. J. Hall, H. R. Emerson, F. C. Patch, E. A. Wilkins, E. A. Atherton.

THE Chicago Bicycle Track Association has published a neatly printed

pamphlet, giving full particulars of the race meeting.

### WHEEL CLUB DOINGS

COLORADO WHEEL CLUB, Denver. Officers elected: President, C. B. Kimball; captain, L. B. Johnson; secretary, Jno. F. Pfeiffer; treasurer, A. Doerner.

WATERBURY WHEEL CLUB, Conn. Officers elected: President, Dr. Charles B. Upson; secretary and treasurer, N. C. Oviatt; captain, L. A. White; lieutenant, R. R. Bird. Messrs. Upson, Acheson, and Bird were appointed to arrange for a bicycle track the coming year.

THE PILOT WHEEL CLUB, of Lancaster, N. H., recently chose H. H. Jones, president; Hazo Woodward, vice-president; C. D. Batchelder, secretary and treasurer; H. H. Larkin, captain. A bicycle tour through the most interesting portions of northern N. H. is proposed for next season.

LEOMINSTER. At a recent meeting of the Leominster Bicycle Club, it was voted to hold a "Whist Tournament" for the championship of the club, and suitable prizes, two firsts, two seconds, for which the following pairs entered: Lockey and Nickerson, Bates and Tyler, Putnam and Burdett, Joslin and Tenney, Chase and Cook, Nixon and Munsie. The tournament is well under way now, and is creating a lively interest among the club members. On whist evenings the billiard table is forsaken and all interest centres in the card-room. Later on it is proposed to hold a handicap billiard tournament.

A new club was formed at Salem last Thursday evening, under the name of the Puritan Bicycle Club. It is limited to a membership of ten, and the ranks are already filled. The officers are: President, John Chamberlain; secretary and treasurer, Henry T. Conant; captain, Edward Bassett; and first lieutenant, Samuel Chamberlain. The club has purchased a house at the foot of Winthrop street, which will be fitted up as a clubhouse.

THE Massachusetts Club is in New York this week enjoying the hospitality of the Citizens Club. Some dozen of the club left for New York on Monday night, and the programme included a trip to Coney Island on Tuesday, supper at the Grand Union, and a visit to the Bijou, to see "Adonis" in the evening. On Wednesday, a trip to Orange, N. J., was in order, and an entertainment at the club-house in the evening. On Thursday, visitors and hosts were to run to Tarrytown via Yonkers, and return to Boston by train the same night.

THE Maverick Wheel Club, of East Boston, will hold an entertainment in the Paris Rink on Thursday evening, 29 October.

THE annual meeting of the alleged Worcester Bicycle Club, was held last Thursday evening, and the following officers were elected: President, Charles

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

S. Park; secretary and treasurer, Harry A. Adams; captain, G. F. Warren; first lieutenant, F. H. Knight; second lieutenant, W. B. Weston; bugler, Geo. H. Linton. The real Worcester Bicycle Club hold their annual meeting in November.

ONE of a series of entertainments which the Massachusetts Club is conducting on Saturday evenings, was given on the 10th inst. The evening was devoted to athletic features. The first event was the club swinging by Mr. E. J. Ethier, who accompanied himself with a harmonica. Then came a sparring bout between N. E. Ethier and W. C. Stahl. Both were well matched, and gave a very interesting bout. Then followed a dumb bell drill by eight members of the Y. M. C. A. gymnasium, led by Prof. Chadwick, and tumbling by Prof. Chadwick, Messrs. Fisher and Raymond. Next was broadsword fencing by Sergt. Ambler and Vice-President Slocum. Succeeding this number was single stick fencing by W. S. Slocum and E. F. Myers. N. E. Ethier and H. L. Taggard proved to be a well-mated pair with the gloves, and their bout was very spirited. Sergt. Ambler and W. S. Slocum faced each other with French foils, and then Messrs. Roach and Russell, heavy weights, gave an exhibition of sparring. The entertainment closed with a single stick bout between the sergeant and Myers. Next Saturday there will be a literary entertainment.

### CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.  
99 Superior street, Cleveland, Ohio.

Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division.—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPOINTMENTS.—Consul for Harrisburg, Pa., Charles H. Small, Harrisburg, Pa.; hotel for Na hville, Tenn., the Nicholson; hotel for Brattleboro', Vt., the Brooks House.

### TO CORRESPONDENTS

S. H. DAV. Thanks, but the season is too far advanced.

R. F. The records have not yet been accepted. No claim has been made for them.

R. B. You cannot coast on the machine.

L. A. W. The League cloth is made in three weights. The lighter is for ladies' use.

FACT. We cannot supply the name of our correspondent.

F. U. S. The T frame has not proved to be too weak. If well made it is strong enough.

CHAMPION. Mr. Hendee has held the one-mile championship since 1882. He was two-mile champion in 1883, and ten-mile champion the same year. L. H. Johnson was our first champion.

S. H. Write to E. M. Aaron, Box 916, Philadelphia, Penn.

G. N. Use powdered rosin on the brake.

SOCIABLE. The sociable is sold for less than the tandem.

DUTY. You can bring over two machines free of duty, if you have used them.

JOHN O. BLAKE. The temptation is great, but we must resist. Thanks for invitation.

### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One new Victor bicycle, 52-inch; used very little; price \$100. Also a 52-inch Columbia bicycle; price \$45. Apply to E. P. BURNHAM, Fayette street, Newton.

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FOR EXCHANGE.—A 48-inch American Star, in good condition; long handle bars, improved collets, direct spokes in fin. gun metal hubs, Duryea's saddle, and machines as good as new, for a 50-inch Ordinary ball bearing, of any good make and condition; or for a 50-inch Extraordinary. Address Dr. H. JARVIS, Oxford, Talbot County, Maryland.

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FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on installment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE.—A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

FOR SALE.—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$50. F. P. SCARCE, Lexington, Ky.

### NOW IS THE TIME TO BUY A BICYCLE CHEAP.

The largest sale of Shopworn and Second-hand in Boston. One hundred and twenty-five wheels, comprising The Victor, Rudge, Royal Mail, Expert, Humber, Sanspareils, Harvard, Yale, Standard, Columbia, British Challenge, Extraordinary, Star, Safety, etc., etc. Sizes, 42 to 60. Call early and secure a bargain. Rinks and agents supplied.

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For train-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.

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Will never thicken, dry up, spoil, or change. The freest, finest, clearest, and most perfect lubricator for bicycles and tricycles, and absolutely warranted. Is not sperm, and is sold at about the price of the poorest stuff in market. Price, 25 cents a bottle.

NOTICE.—Liquids are excluded by law from the mails. Hence Facile Oil and Enamel cannot be sent by mail. Ask your dealer for them, and insist on having them. If he does not keep them, I will send four or more bottles of Enamel, or six or more of Oil, expressage paid, to any part of the country east of the Rocky Mountains, on receipt of the price.

JULIUS WILCOX, 15 Park Place, New York.



# COLUMBIA RECORDS.

The Amateur Bicycle Record of the World. One Mile in 2.38 3-5

WILLIAM A. ROWE, at St. Louis, Sept. 30.

FASTEST MILE EVER MADE UPON AN AMERICAN MADE BICYCLE.

2.37 by JOHN S. PRINCE, in Mile Handicap, at Springfield, Sept. 8.

CHICAGO,

August 15.

21 to 25 Mile Bicycle Records Broken by  
N. H. VAN SICKLEN.

HARTFORD,

September 2, 3.

5 Mile L. A. W. Championship.  
By WM. A. ROWE.  
3 and 5 Mile Connecticut State Championships.  
By L. A. MILLER.  
6 First  
3 Second } PRIZES and POSITIONS.  
4 Third

SPRINGFIELD,

September 8, 9, 10.

1 Mile Amateur Handicap Won by WM. A. ROWE from scratch, in 2.41.  
BEST AMATEUR RECORD ON SPRINGFIELD TRACK.  
Mr. ROWE, on his Columbia Race, also made a better average than any other American rider, and ahead of all English riders except one.  
4 First  
5 Second } PRIZES and POSITIONS.  
8 Third

BINGHAMTON, N. Y.,

September 15.

Every Open Event Taken on Columbia Racers.

ROCHESTER, N. Y.,

September 17.

Four out of Six Open Events Won on COLUMBIAS.  
5 Second } PRIZES and POSITIONS.  
4 First

PROVIDENCE,

September 23.

Premier Positions in All Open Bicycle Events Won on COLUMBIAS.  
2.39 3-4 by WM. A. ROWE in the Mile Open.  
4 First  
3 Second } PRIZES and POSITIONS.

ST. LOUIS,

September 25, 26.

The COLUMBIAS Won as Many Prizes as all other Makes of Machines Combined.  
12 First  
4 Second } PRIZES.  
5 Third

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

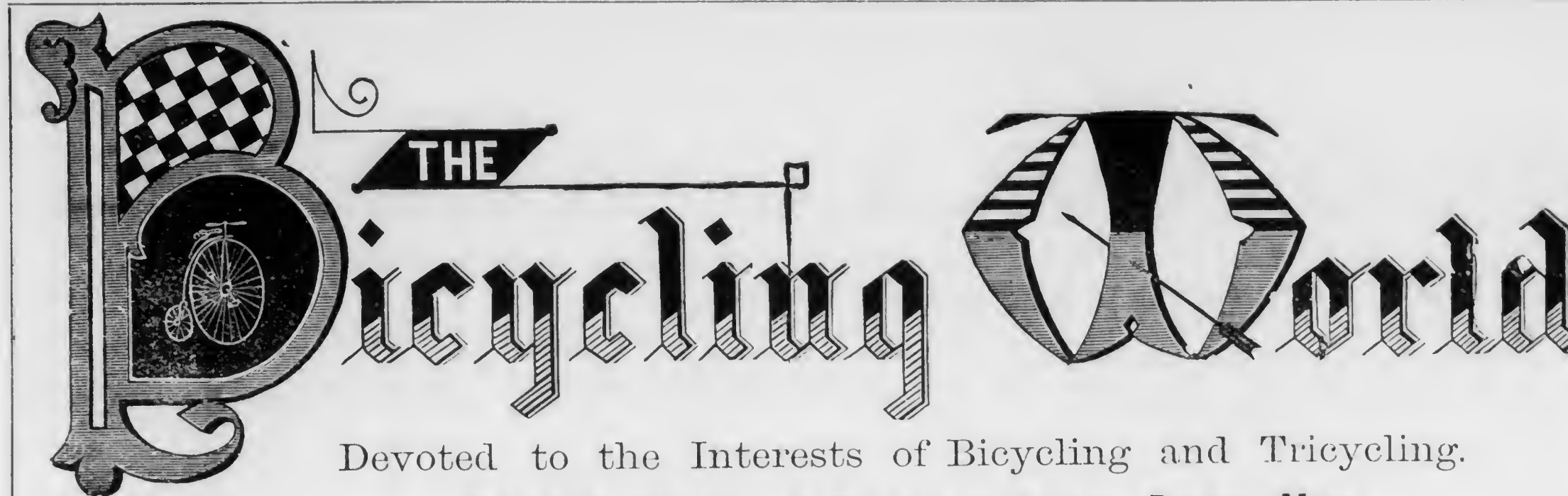
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5 cents a copy.

BOSTON, 23 OCT., 1885.

Volume XI.  
Number 25.

233 <sup>1</sup>/<sub>16</sub> Miles in 23 Hours 51 Minutes.

A. A. McCURDY,

SEPTEMBER

VICTOR BICYCLE,

24 AND 25.

This is the Highest American Record for 24 Hours.

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Very truly yours, A. A. McCURDY.

THE WESTON SUPPLY CO. Will on Saturday, the 31st of Oct., remove their Boston Office to their Works, 95 Putnam Avenue, Cambridgeport, Mass.



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BICYCLE.

READ THIS! A COMPETENT JUDGE!!

FRED RUSS COOK,

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Gentlemen, after a careful examination of the different makes at the late meetings, I consider the Royal Mail superior to any other in the market. Please forward at once these orders intrusted to my selection by friends, for the best wheel I found, and send me a 54-inch for myself and also a Racer.

Yours truly,

San Francisco.

FRED RUSS COOK.

Meriden, Conn., Oct. 3.

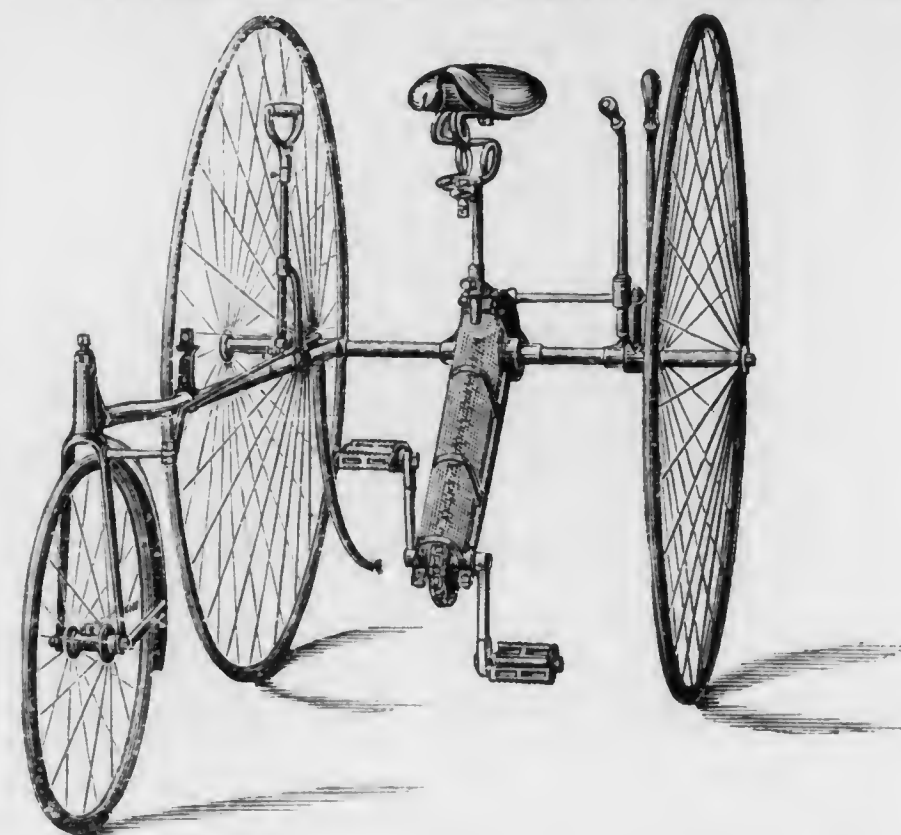
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TRICYCLE. Light, Easy Running.



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DON'T FAIL TO EXAMINE.

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BOSTON, AUG. 24, 1885.

W. W. STALL.

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Don't wait, but send twenty-five cents at once for a package of our ADHESIVE TIRE TAPE. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

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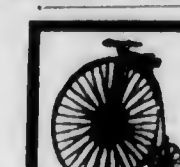
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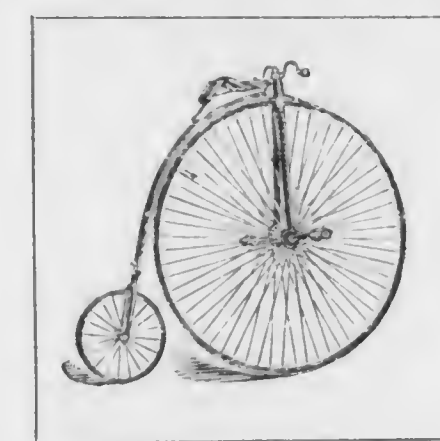
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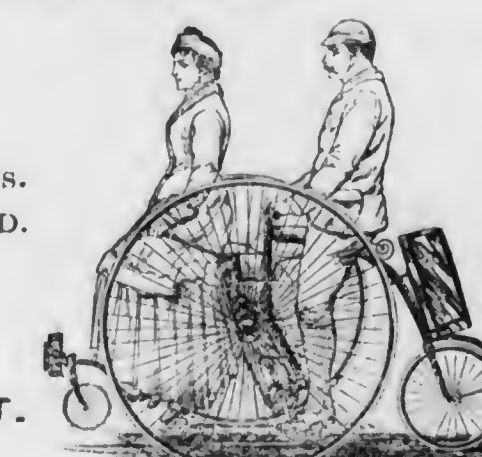
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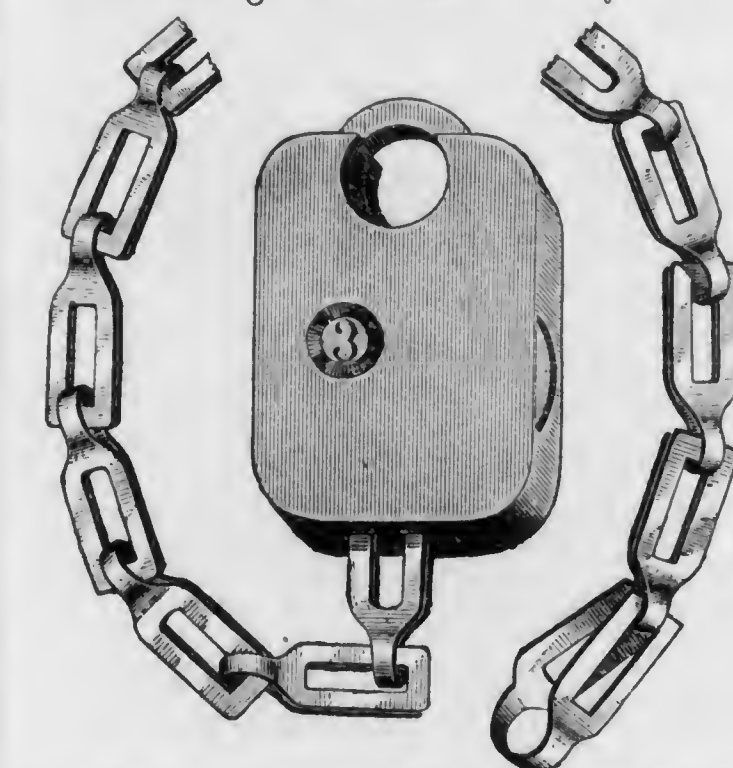
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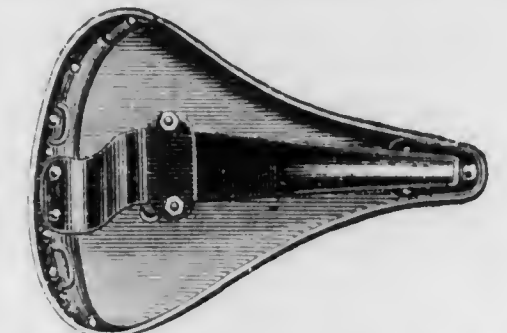
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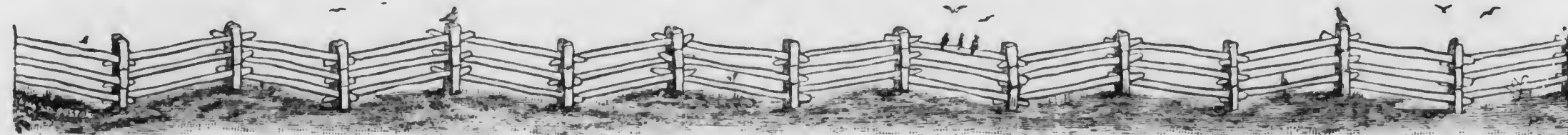
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 23 OCT., 1885.

THE criticisms of the English papers on the Springfield records reveal to us what was already known,—the inadequacy of our system of handicapping and classifying. It is no news to us that we do not get good results in handicapping at present; but if our friends will give us time, we will show them something better.

WE are called upon to explain to the English press the meaning of the statement which has occurred in several papers over here to the effect that Mr. O. N. Whipple *cared for* the watches before the Springfield meet. This mare's nest is easily exposed. Mr. Whipple is connected with the large jewelry establishment of E. A. Whipple. He is a practi-

cal watchmaker, and his knowledge of watches led him into his avocation as timekeeper. Mr. Whipple's reputation as a watch-holder is more to him than any false record could possibly be; and the idea that he would *fix* the watches to make them run slower is simply absurd.

It may seem to our readers that we are giving too much space to a correction of what the English papers say, but where we give inches they give columns. The *Bulletin* thus exposes the nonsense of the doubts:—

"Does Kennedy-Child mean to imply that fifty thousand people, among whom there were literally hundreds holding stop-watches, were gulled and bemuddled by the times set forth by a few dishonest men on the judges' stand? Does he mean us to understand that these thousands of Americans, who were naturally so anxious to have all their records owned by Americans, allowed the 'business interests' of one club to inveigle them into believing a lie? Does he for a moment suppose that Messrs. Lambert and L. H. Johnson would fail to detect errors in timing that was giving so many world records to their cordially hated 'imitation' rival? Were not men representing the Columbia and Victor and Humber and Rudge and Royal Mail, and all the other makes, watching each other with hawks' eyes, and could any one of these machines have obtained a record by fraudulent means without all of the others at once exposing the deceit? Or could over fifty newspaper representatives, some of whom represented interests quite inimical to those of the Springfield Club, and many of whom held stop-watches on all the races, have been bought over to this 'business' transaction?"

"A great injustice has been done J. H. Polhill in his expulsion by the racing board from the amateur ranks; the League thereby loses a gentlemanly member, who, through ignorance of the law, did ride against W. J. Morgan, but who is a thorough amateur at heart. We regret Mr. Polhill's expulsion, and think it would be a wise move to reinstate him."—*Gazette*.

If the writer of the above will look at the question from a point of view outside of any statement Mr. Polhill may make, he will change his ideas regarding the injustice of the expulsion. We will quote a single sentence from a letter written by Mr. Polhill at the time he was in a satisfactory condition of mind regarding his professional status: "I was sorry to leave the amateur ranks, but there was no money in medals." Is this the idea of one "who is a true amateur at heart"?

THE ladies' run was eminently successful. The ladies covered between thirty and forty miles with no undue fatigue.

## CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

### Abilities.

*Editor Bicycling World:*—We have drawn down upon ourselves the criticism of England, because we have always insisted on handicapping men by their records alone. The official handicapper is no more than a gatherer up of records from which to base positions. Judgment is allowed no play whatever. Under this system the condition of things that surprises England is easily possible. Our men do not keep in form as do Englishmen, and their records are no test of their abilities. At Hartford the judges excluded Rowe and Ives from a class race because they had records, but they let Cook in because he had not. And yet Cook held the quarter-mile record for the world, and it was patent to all that he could go much faster than the limit. The handicapper advocates handicapping and classification on the basis of public records for various distances. He takes a step in the right direction, but does not go far enough. H. I. N.

### Distance Racing.

*Editor Bicycling World:*—If to "bring out the capabilities of the machine" were the object of road-racing, the remarks of "Cassius" might amount to something, but that is not the object sought. If you will notice, the best roads are always selected, and the projectors of the contests strive for records. If the races were gotten up to test the machines, why not send the men over such roads as a man has to take in touring? Let the course laid out be a straightaway one to a given point. Why not Boston to Providence and return? They might as well lay out a course around Chestnut Hill as to run over the roads selected. And why not Chestnut Hill? Returned tourists tell me that the roads in England are as good as those around the reservoir. If this is so, then our road records are fifty per cent better than theirs at the same figure. BRUTUS.

### Record Classification.

*Editor Bicycling World:*—The probable appearance of our record-sheet in a few weeks, seems to call for the classification that has been suggested, for it will not be at all to our credit, I think, to show to the world a list of records not one of which were made in a race. As it is now, every record from eleven to a hundred miles has been made in runs against time, and the only ones that are upon our books, that have been made in races, are those from two to ten miles. Does n't this show that racing should be



given up, and that our men should go in against the man with a scythe and hour-glass only? R. F. G.

[The three mile record is now the only one that has been made in a race. — ED.]

#### Graphite as a Lubricator.

*Editor Bicycling World:*—Having observed one or two letters in your columns lately, about the use of graphite for lubricating purposes in bicycles, I have thought that possibly an account of my own experience with it might be useful to somebody. I had long been of the opinion that, if it could be made to answer the purpose, it would be much better than oil, owing to its superior cleanliness and freedom from disagreeable odors; and so I gave it a pretty thorough trial on my 50-inch Expert this spring, but the results, I am sorry to say, were not satisfactory. The trial lasted some weeks. I cleaned all the bearings thoroughly, — front wheel, rear wheel, pedals, and steering head, — and then lubricated all with *dry* graphite, using no oil, because I reasoned that if oil must be used, there is no particular advantage in using graphite.

In the rear-wheel bearings, I found that the graphite immediately *rattled out*, so that in a day or two there would not be a trace of it in the bearing! To prevent this, I put on an extra felt washer at each end, but this made the wheel run very hard, and when I put in a little oil I found that soon the oil, graphite, and steel balls were caked into an almost solid mass so that the balls would not turn. I concluded, therefore, that graphite would not do for an Expert rear-wheel bearing, anyhow.

In the front-wheel bearings it staid better, but did not appear to lubricate as well as oil. In my pedals, which are of the adjustable dust-proof, cone-bearing sort, not much used now, I got very good results from graphite when mixed with oil, but not when dry. In the latter case the pedals seemed to run easily enough, but could not be prevented from squeaking. When, however, I put in graphite and then a drop or two of oil, they appeared to run very easily, and did not need attention again for a long while, a month or two I think. I have the combination in the pedals still.

How it would work in parallel or ball pedals I cannot say, as I have never tried it. But I got the best results from using the graphite in the steering head. Even here, however, it did not work well *alone*, but only in combination with oil. I took the backbone out, cleaned the spindle, step, and head thoroughly, then put a quantity of graphite into the *lower* recess only, put a drop or two of oil on it, and again put the machine together. No graphite should be used on the *upper* end of the spindle, as it will clog up the oil-hole in the bolt. But if you use oil and graphite together, you can "set up" the head-bearing much tighter and still

have it run easily, than if you use oil alone.

On the whole, then, I conclude that graphite should not be used at all for ball-bearings, but that in combination with oil it is very useful in pedals and steering-head. I used that which is sold by the Overman Wheel Company, and applied it with an ordinary oil can, using one which had a rather large passage through the nozzle, and was perfectly dry inside, having never been used for oil.

I should be very glad to hear the experience of others on this subject. Possibly they may have had better success with graphite than I did.

A. C. RICHARDSON.

Buffalo, 13 Oct., 1885.

#### Plumbago.

*Editor Bicycling World:*—Regarding the use of plumbago as a lubricant, my experience has been this: One of our manufacturers sends his wheels out with all the bearings filled with plumbago, and when I get a wheel of this kind, I always devote a day to cleaning out the plumbago. I don't believe in "gurry." Oil is good enough for me. OH ILL.

#### Reservoirs.

*Editor Bicycling World:*—Why do not American manufacturers give us a good oil reservoir? They have followed English ideas to a large extent, but they are still behind the mother country. If there is anything I detest, it is the flat steel spring curved around the shaft, which one has to shove around to expose the hole. In four times out of ten the thing can't be moved except it is pried off. The watch spring cover is just as bad. It does not stay where it belongs, and is a poor dust protector. The spring plug reservoir is not satisfactory, for the spring weakens and lets the plug drop down. The best lubricating device I have seen is the cup with a spring lid. The lid can easily be lifted, and it is held down by a spring. When the lid is up the whole cup is exposed, and oiling is an easy matter. If any man can tell of a better device than this, I wish he would do so. When we find out the best, let us get the makers to put them on.

L. M. HART.

#### Etiquette.

*Editor Bicycling World:*—Your correspondent "Suburban" propounds the following conundrum: "Is there any civilized country where a *gentleman* bows to ladies whom he does not know, and who do not know him?" I will answer in the affirmative. If I am walking with Mr. Suburban, and we pass a lady acquaintance of his, etiquette prescribes that I should join him in acknowledging her bow of recognition, even though we are total strangers. It is a little act of courtesy that harms neither. If I am riding along and lift my cap as a lady passes, I do her no harm. I shall dis-

continue the practice when it is evident that the ladies do not like it. URBAN.

#### Wrench Wanted.

*Editor Bicycling World:*—I never knew, till yesterday, what wheelmen were suffering for. Now I know. It is an adjustable socket wrench. I had a lot of tinkering to do on my machine, and a friend who saw me asked me why I did not use a socket wrench to get the nuts off. The want of such an article was my excuse. He loaned me his, and I went to work. The ease with which I pulled off the particular nuts which the wrench fitted, surprised me, and by contrast, the nuts which it did not fit came off surprisingly hard. Now, why cannot manufacturers give us a wrench of this kind that will fit all nuts? If nuts can be made of two sizes only on a machine, two wrenches would not be too cumbersome to carry. It is tedious work to adjust the ordinary monkey wrench on the nut at every turn. Why not a socket wrench with a crank handle? Why not a small bit brace with socket wrenches to insert like an auger bit? I don't ask for these things for the tool-bag, but for home use. I can get along with the monkey wrench on the road, but for cleaning and adjusting at home, I want a good tool, regardless of weight and size. My home oil can holds a quart, and has a spout a foot long. After we get the socket wrench, I am going to ask for a pocket oiler with a locking device. The nose of my oiler would shake out and soak my bag with oil till I got one of Overman's little bags for carrying the oiler. Now I am all right, but I think a locking device would improve upon even the special bag.

H. N. SMITH.

#### Some More "Ettiket."

*Editor Bicycling World:*—Behold how great a matter a little nod kindleth! How the heads have started up in "ten little Injun" order, pro and con! What a quaint character this deponent could make for himself by judicious scissoring and parallel lines! Fortunately, it matters little to the public what he may be, so no revolution other than *tired* will follow the discussion of what you may be tired of. But one little word. It seems to be settled that I intentionally bowed to a lady to whom I had not been introduced. Fib!

First, I bowed to the *wheel*. Second, I stated quite plainly, or intended to, that the act was *instinctive*, not intentional, and no thought of forcing an acquaintance entered my cranium, and doubtless, if the rencontre had been less sudden, had not bowed at all. Enough of that. "Who excuses accuses," which I don't intend to. But to think of being called a "*masher*," even by implication! Ye gods!

By the way, *does n't* a lady know when to recognize, etc.? What is instantaneous sight given her for?

#### The Ladies' Run.

ONE of the most enjoyable events of the season was the ladies' run from Malden square to Manchester-by-the-Sea, projected and directed by Miss Minna Caroline Smith, and starting on Thursday last, the 15th inst. The violent storm of the two preceding days made a very discouraging outlook for the party, and fear of heavy roads kept many intending participants at home.

At ten o'clock a goodly company was assembled in Malden square, and twenty minutes afterwards the start was made. The company consisted of the following:—

Miss Minna C. Smith on a Columbia tricycle.

Chas. Richards Dodge on an Expert; Mrs. Dodge on a Columbia tricycle.

Mr. and Mrs. W. W. Stall on a Hummer tandem.

Mr. and Mrs. Gideon Haynes, Jr., on a Springfield tandem.

Mr. and Mrs. Chas. Hopkins on Victor tricycles.

Mr. Abbot Bassett on a M. and C. Crippler; Mrs. Bassett on an Apollo.

Mrs. Nellie Davis on a Columbia.

Mr. Wm. E. Gilman, Victor; Mr. E. W. Pope, Columbia; Mr. A. S. Parsons, Coventry Rotary; Mr. W. Schumacher, Expert bicycle.

Miss Susie Hall joined the party later, on a Columbia three-track tricycle.

The pace through Saugus and to Lynn was a leisurely one, the faster riders making frequent pauses for the weaker riders to catch up. The hills were taken in good shape by some of the ladies, though some of them besides the tandem riders had to be helped up. The roads were fair. Many fine stretches were enjoyed, but through the town centres mud prevailed. Lynn was reached at about twelve o'clock, and then the party pushed on to Salem. After leaving Lynn there was a little scorching, for the ladies are human, and there was just a little bit of rivalry. The tandems arrived first at the Essex House, at 12.45. Mrs. Bassett, Mrs. Davis, Mr. Gilman, and Mr. Bassett drew up at one o'clock. Mr. and Mrs. Hopkins put in an appearance at 1.15, and Mrs. Dodge and Mrs. Smith dismounted at the door at 1.40.

We like to give the whole story in these things, and it must go down that one of the ladies took a header, and two of them were taken in tow before getting to Salem.

The company dined at two o'clock, and while at dinner they were joined by Miss Hall, who had arrived at the starting-point a little late, and followed on, with little knowledge of the road. After losing her way several times she brought up in Peabody, from which place she easily found her way to the Essex House. She made a very plucky performance.

After dinner the party was photographed on Salem Common.

At this point those who were down for a single day's run left the main party and turned their faces homeward. The main party then continued on to Manchester-by-the-Sea, where the night was spent. The ladies' record for the day was as follows: Mrs. Stall, on a tandem, 35½ miles; Mrs. Haynes, on a tandem, 30 miles; Mrs. Hopkins, 25 miles; Mrs. Dodge, 23 miles; Miss Smith, 23 miles; Mrs. Davis, 35 miles; Mrs. Bassett, 35 miles. The riders who returned from Salem were Mrs. Davis, Mr. E. W. Pope, Mr. Parsons, Mr. Gilman, and Mr. and Mrs. Abbot Bassett. The eleven who finished the trip were Mr. and Mrs. C. R. Dodge, Mr. and Mrs. Haynes, Mr. and Mrs. Stall, Mr. and Mrs. Charles Hopkins, Mr. W. Schumacher, Miss Smith, and Miss Hall.

Friday morning the main party enjoyed a run to Magnolia and Gloucester, and in the afternoon the tandems and Mr. and Mrs. Hopkins started homeward. Miss Smith and Mr. and Mrs. Dodge returned home by boat from Gloucester. At Salem an accident happened to Mrs. Hopkins' machine, and the journey was discontinued for the day.

The third day reduced the party to Mr. and Mrs. Stall and Mr. Schumacher and Miss Hall. The latter couple mounted the Springfield tandem, and started to ride home from Salem with the Stalls, but proceeded no farther than Cambridge. The record made by the ladies who continued on from Salem is as follows: Mrs. Stall, on a tandem, 32, 27, 22 = 81 miles; Mrs. Hopkins, on a single, 23, 27 = 50 miles; Mrs. Haynes, on a tandem, 30, 27 = 57 miles; Miss Hall, on a single two days and a tandem one day, 23, 27, 18 = 68 miles; Miss Smith and Mrs. Dodge, on singles, 23, 10 = 33 miles.

The ride was a great success. The ladies went through with little fatigue, and at a pace that made the ride for the gentlemen not at all disagreeable.

#### Intended Tricycle Tour, to be known as the Cape Ann Tricycle Run.

THIS run is intended to bring out the capabilities of our lady riders, and form a guide for future events of the kind. It was suggested by the success of Minna Smith's run of the past week, which was largely enjoyed by all who participated. Short runs will be the daily order, and enjoyment the main object. Lady riders may participate if desired, without escort, with no fear, as the management of the party will be in the hands of responsible parties, who will use every effort to further their safety and comfort.

As it is not desirable to add too many bicycles to the party, they will be tabooed except in case of gentlemen acting as escort to some particular lady.

All lady riders are invited; the only qualification or restriction being that they shall be able to ride well, and

Once, while with a lady, a counter-jumper bowed elaborately, and remarked, "Good-evening, Maria!" She started as though struck, and I mashed *him*. Same night, some one bowed and she promptly returned it, though she apparently did not know him from Adam. "He thought he knew me, and he was a gentleman; so, not to hurt his feelings, I responded," she explained; and verily virtue had its own reward, when it turned out to be an old friend from another city, to whom she was greatly indebted, changed by a hat and cut of whisker.

But let us rest. "Daisie" answered quite convincingly as to the ladies. *Per aspera ad astra* we get knowledge.

But with our fellow-men! Shall we, then, wrap ourselves in our togas and self-pride, and stalk onward like stiff-necked unbelievers in the brotherhood of man and common ancestry, and look on all we meet with the truly British feeling that there were other men than Adam, else where did Cain get his wife? Must we pass as we would a tree some individual proud in his descent, even as Lucifer was in *his* (and whose family, like a potato-hill, has the best part underground), lest perchance we shock him by a nod?

Be of good cheer, dear friend. Doubtless we shall never meet. Your neck will not be weary from much bowing; and if perchance you take a header in a puddle, and the writer findeth you, he will pick you out and set you on your feet, and allow all privileges of non-recognition desired, and will wheel away whistling, believing, though a pagan to your creed, that Abou Ben Adhem was a true gentleman, and that, with gentlemen and wheelmen, *noblesse oblige*.

J. PARKE STREET.

#### Says it Can be Done.

*Editor Bicycling World:*—In answer to Mr. Towne in your last issue. I would say that Mount Vernon street has been ridden on a Quadrant tricycle. I shall be pleased to have Mr. Towne and any one interested witness the ascent at any reasonable time he may like to name.

J. A. R. UNDERWOOD.

#### The 100-Mile Course.

*Editor Bicycling World:*—In the last number of the *World* is a statement that the course of the hundred-mile road race had never been properly measured before. I wish to state that Capt. Harrison and myself laid out the course from the maps (this to get the plan of the route only). I afterwards made sectional trips, with a Butcher cyclometer attached to my wheel, and found the route to measure 50 3-16 miles. Then, in company of Mr. McCurdy, rode over the whole course, his cyclometer giving over 50 miles. The shortage did not come from lack of proper measurement, but because the two miles at Needham were not ridden over on the first trip.

THEO. ROTHE.



be competent to ride over ordinary roads twenty miles in a day. As none of the ladies in the last run failed to do this, as will be seen by the report in this issue, we think no lady with any experience in tricycle riding will be deterred.

#### ROUTE AND PROGRAMME.

WEDNESDAY, 28 OCTOBER. — Take boat for Gloucester at — P. M., with machines. A pretty sail of three hours brings us to Gloucester, where supper is to be partaken of at the Pavilion. Music, singing, and general good time for the evening.

THURSDAY, 29 OCTOBER. — Start at 9 A. M., and make a run around the Cape, a distance of — miles, at a leisurely pace, taking time to enjoy the beautiful scenery to be found there. Lunch on the way, and dinner on return to Pavilion. Evening will be spent as enjoyably as possible.

It will be noted that we sup, lodge, and breakfast at the Pavilion two consecutive days, and members of the party are requested to bring down their music, instruments, etc., to aid in entertaining the party.

FRIDAY, 30 OCTOBER. — Start at eight o'clock for Newburyport, twenty miles, and, dining at the Merrimac House, view the town, on or off the wheel, as may be elected by the company. The Merrimac House will be the headquarters here.

SATURDAY, 31 OCTOBER. — The start on return journey will be made soon after breakfast, and the run will depend on the capabilities of the riders. The next day being Sunday, we shall be enabled to continue to Boston, stopping on the way over night, or machines may be shipped from any way-point, and the return made by boat or rail.

As has been said before, all are asked to go. Everybody is expected to enjoy the trip and help the rest enjoy it. No "scorching" will be allowed. The pace will be made to suit the majority, and the party will be kept together.

#### From a Feminine Point of View.

I AM reading, with no little interest, the discussion on "Etiquette" which is going on in your columns. The gentlemen are treating the question with a great deal of spirit, and there is a warmth to the argument which generally pervades the debates of the sterner sex. The ladies will await patiently the outcome.

It seems to me, however, that the keynote has not yet been struck, although "Sense" asserts that it is under his finger. "Suburban" has this to say: —

"We all know why and how the salutary custom came in vogue among men, but those reasons never in any way applied to ladies. They did not join the ranks of cyclists until after the 'days of darkness' were over, consequently they never entered the 'brotherhood' of the early martyrs."

Is it not just possible that, although the gentlemen are riding in the sunlight,

the ladies are still in the "days of darkness"? The world has not yet accepted the woman who rides, and the public needs a deal of educating yet. The remarks from street gamins, ill-mannered street loafers, and men in vehicles, are not a little cutting to a sensitive lady, and the ranks of lady riders are now filled by only a few bold spirits who are willing to bear a great deal for the pleasure they get out of the wheel. I am speaking now from the standpoint of those who live in the large cities, and I can believe that they have to suffer much that the suburbans are free from.

If the "days of darkness" spoken of by "Suburban" were fraught with more annoyance to the rider than these days of sunlight bring to the ladies, the lot of the cyclist was a most unhappy one. He goes on to say, "There is now no reason why they should be treated differently when riding than they would be when walking." Granted; and when the time comes that this condition of things exists, I will be the first to say, let us give up the freemasonry of the wheel.

I DO not desire to be considered an advocate of "promiscuous saluting," and I am here only to present the question from a point of view that possibly may escape the attention of the gentlemen. I have had a long and varied experience on the road, and I know of no instance in my own case, and I can speak for many friends, too, where the custom has been abused. I have been treated with uniform great respect by wheelmen, and I do not hesitate to put my gratitude on record when I contrast their treatment with what the world at large has given me.

LET me turn the leaves of the volume back a little, and quote from a previous article. Oct. 21 said this: "It is not a little annoying to hear, 'Go it, Sissy!' and it does not improve one's temper to hear, 'I'll bet on the green jacket!'" These remarks are innocent enough in themselves, but there is a line beyond which innocence becomes impertinence. Any community in which ladies were annoyed on the sidewalk as ladies are now annoyed on the wheel, would be corrected by the law. I hope to see the time when tricyclists shall enjoy the same immunity from insult that pedestrians now have."

Now I don't know that the "promiscuous salute," as it is called, will remedy this state of things, but the salute is only one item in the freemasonry of the wheel which joins cyclists for mutual defence and protection, all for one, one for all.

I THINK your correspondents fall into error in thinking that when a lady and

gentlemen meet, an elaborate bow is interchanged. As I find it, this is not the case. I seldom bow. A cyclist passes, and respectfully lifts his hat without looking in my direction. The act is no more than what I am accustomed to in social life under many circumstances. If I am in a hotel parlor or a reception room, the gentlemen remove their hats when they enter.

My remarks then can be summed up as follows: "Suburban's" argument that the salute must be discontinued because the dark days have passed, is weak, because the ladies do not yet ride in the sun. Those who attack the custom are fighting a thing that they magnify before they strike. On the part of the cyclist it is not a bow. He expects no return of his salute beyond a possible nod. I do not believe the bounds of courtesy have been passed. If those who object to the custom will deal with it as it exists, and not build a man of straw to knock down, we shall get more satisfactory results. If the rules of etiquette are to be framed by the ladies, I believe they will discourage the promiscuous bow spoken of by your correspondents, and will not strongly object to a respectful lifting of the cap by gentlemen in passing, which leaves the lady free to acknowledge or not, as she pleases. DAISIE.

#### I Wish Some One Would Tell Me

If it is true that the dealers are afraid to let their tricycles compete in the Corey Hill climb?

If there is not one who says his machine can be ridden up?

If it can be?

Why the makers stick to large wheels for tricycles?

What is the use of such a lot of officers as they have at Springfield, when one man tries to break a record?

If they are afraid he will jump the fence, and cut across lots?

Why *Wheel Life* calls Ducker one of the "American heroes"? If it is because he looks like "Nap"?

If Capt. Harrison did go on the Boston Club's course?

If he did not, why not?

If the ladies like to have every chump who rides a wheel lift his hat to them when on the road?

If any gentleman would do so unless acquainted?

If Boston wheelmen want the League meet?

If it is not the dealers who wish it in this city?

What the best tricycle is?

If the Westerners will blow so much about their roads now that Munger has to come East to ride for a record?

?

# RUDGE RECORDS.

ANY BICYCLE CAN WIN A RACE.

Every Bicycle CANNOT make a Record.

ONE MILE.

RUDGE

RACER,

2.31 $\frac{1}{2}$ .

ONE MILE.

RUDGE

SAFETY,

2.43.



One Mile **RUDGE** Tricycle, 2.49 $\frac{3}{4}$ .

We regret to say that we have not space to insert all of our other records; suffice it to say that we have every record inclusive from

**3 TO 20 MILES.**

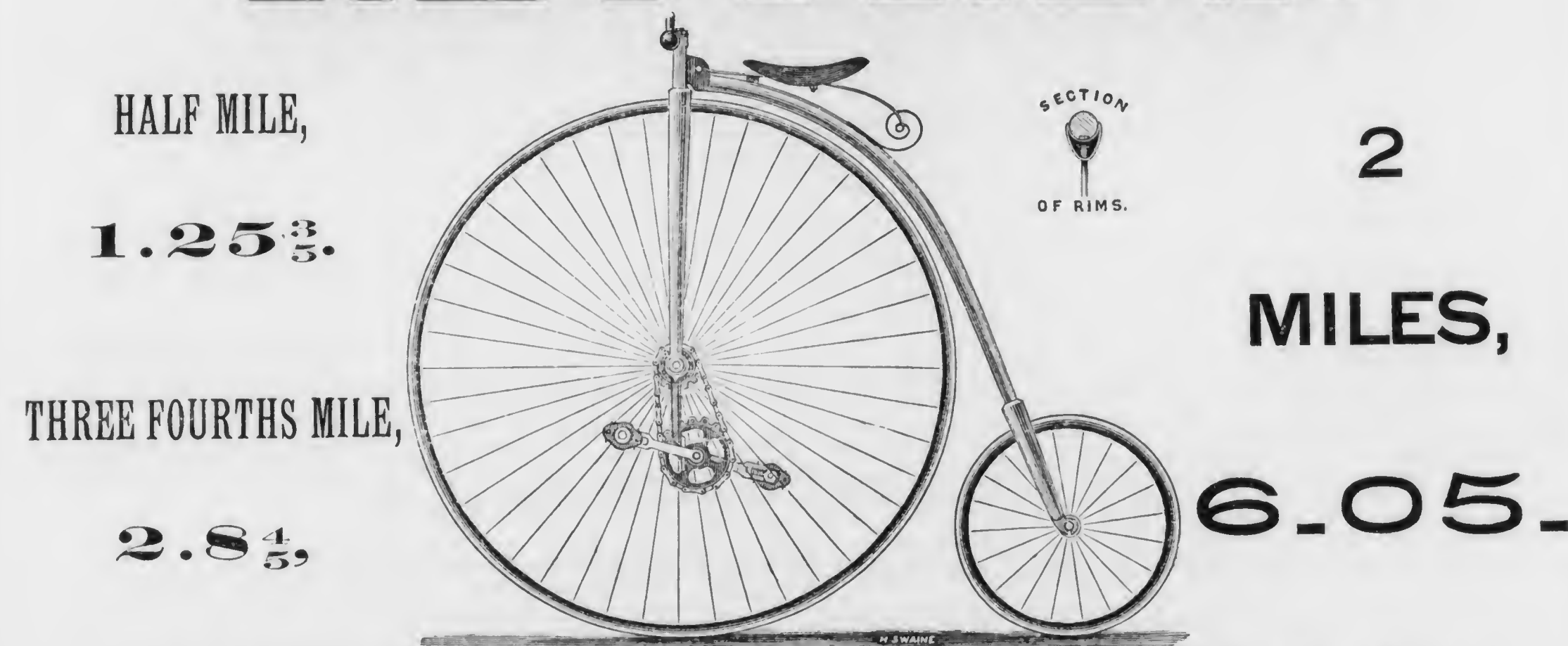
SOLE U. S. AGENTS.

**STODDARD, LOVERING & CO.,**

152 TO 158 CONGRESS STREET, BOSTON, MASS.



# THE "CLUB" SAFETY! AT Springfield, Mass., September 9th, 1885. RECORDS.



The Strongest, Fastest, and Most Perfect Safety Made.

THE  
**COVENTRY MACHINISTS' CO.**  
(LIMITED)  
239 COLUMBUS AVENUE,  
BOSTON.

Whether Thomas Stevens rode his bicycle, or carried it around the world?

What made Fred Russ Cook change mounts?

Where the BICYCLING WORLD will go to when turned out of Pemberton Square?

What Papa Weston is going to do out in Cambridge?

If the Englishmen will accept the records?

If any one cares whether they do or not?

Why we can't send some one to England to represent America next year?

If there is any one who is fast enough to do so?

If we are not getting tired of letting all the good things go across the pond?

What outsiders think of torchlight parades on bicycles?

If they don't think it boyish?

If it is n't?

## Makers' Amateurs.

THE question of Springfield naturally brings to mind the above subject. Now, what we think is this,—that it is quite a different thing for a man to be kept wholly and solely for the purpose of racing as an amateur,—paid a weekly wage, in fact, in addition to his expenses,—and for one who undoubtedly gains his living by other means, to be subsidized, as regards his expenses, to a distant gathering like Springfield. It is utter nonsense to suppose that more than perhaps one stray fortunate racing man can be found who possesses the necessary funds to undertake any such journey, and it is equally ridiculous to say that makers shall not be allowed to invite other riders to be their guests for a trip abroad. Of course it is an interested invitation, but so is every invitation made socially or otherwise. People do not invite persons to a dinner, a ball, or a party because they simply happen to be their fellow-creatures. They ask them because, perchance, they are amusing, give good dinners in return, or can dance well or sing suitably. If this, then, is the rule, and it is, which governs life in general, why should cycle manufacturers be debarred from making their hospitality take a form which benefits their own business, and certainly promotes cycling sport in general? Of all the utter rubbish to be found in print, commend us to the lucubrations of the would-be purist in sport,—they are, invariably, the outpourings of men whose own chance of crossing the Atlantic gratuitously is, practically, nil. The makers' amateur, pure and simple, to whom we alluded at the beginning of this paragraph, is quite another thing. With regard to him we have at present no desire to deal. —*Wheel World.*

## CURRENT CALAMO

SATURDAY will give us enough to do. First, to the finish of the Worcester race at the Faneuil House, then to Corey Hill.

MIDGLEY rode from Worcester to the Faneuil House in 3.27, without a dismount. This time will be beaten Saturday.

THE medals for the hill-climbing contest are very fine in design and finish.

AND now the Worcester Club should return to the League.

ZACHARIAS & SMITH, of Newark, N.J., have opened the Roseville rink for the season.

COPELAND is exhibiting the steam bicycle in Newark, N.J., and gets twelve miles an hour out of it in a rink.

EXPERT COLUMBIA No. 987 was stolen from W. A. Hoyt, of Ancram, N. Y., 14 October last. A reward will be offered for its recovery.

WE are having a regular Thomas concert over the records, and the doubting Thomases of England are in the orchestra.

THE consolidation of the three English wheel papers should give us one very fine one. In this case we believe in the trinity.

JOHN WILLIAMS climbed Corey Hill on a quadrant tricycle last Saturday. This is the first tricycle that has ever been up the hill, under the conditions laid down in the rules for the contests.

MR. WILLIS FARRINGTON, of Lowell, tells us that he has climbed Mt. Vernon street on a Crippler.

THE Boston Club enjoyed one of Mr. Comee's dinners at the Boscobel, Lynn, last Sunday.

THAT new list of records will be a hard Rowe to hoe.

WILLIAM HAMMOND, a member of the Gloucester Cycle Club, went to Marblehead Sunday, and while returning through Beverly, fell off his machine and broke his wrist in two places.

E. P. BURNHAM is still confined to his bed from the injuries received in the recent accident. The unfortunate affair will prevent his intended demonstration of his ability to put twenty miles inside the hour.

MR. AND MRS. L. H. JOHNSON, on their arrival at Liverpool, found a new genuine Humber Tandem, made expressly for them, with crypto gear and other improvements, awaiting them at the railroad station, and started immediately on their tour through England and Wales, stopping a few days at the Humber works, at Beeston, Notts, for Mr. Johnson to arrange for a full supply of genuine Humber Tandems and "Crip" tricycles, for his increasing trade, for next season's business. They will probably return by the last of November.

THERE will be a ladies' and gentle-

men's run to Bailey's, Sunday, Oct. 25. This will be a general run; ladies and gentlemen are invited, particularly ladies, for whom it is gotten up. The start will be made from the residence of W. W. Stall, Warren street, off Cambridge street, between Allston and Brighton, at 10 o'clock A. M., and dinner partaken of at Bailey's Hotel, So. Natick, at 1.30 o'clock. The distance is 12½ miles, and the return will be made as the party may suggest after dinner. All wishing to participate are requested to communicate immediately with W. H. Schumacher, Outing office, 175 Tremont street, or W. W. Stall, 509 Tremont street.

IT is becoming recognized that the ordinary spring fitted to tall bicycles is far from being sufficient to secure ease to the riders of dwarf safety bicycles, and to afford the needful additional elasticity, the Brighton spring has been designed. This consists of a flat steel spring resembling the letter Y in shape, or rather, a cross between a Y and a T; but instead of the flat spring being the only means of imparting elasticity, this Y or T spring is mounted on the tops of three vertically-coiled spiral springs, which are attached to the backbone of the bicycle (or Humber-type tricycle) by suitable clips. The result can be easily imagined, and it is difficult to conceive any arrangement which would be an improvement upon this combination. —*Wheel World.*

WE wonder if Hal has ever "met" our Mr. Sullivan?

A CORRESPONDENT of the *Bulletin* has made the following figures:—

A 56-inch wheel makes three hundred and sixty revolutions per mile (to be exact, 360.100). Sixty revolutions per minute equal ten miles an hour. Fifty-four revolutions per minute equal nine miles an hour. Forty-eight revolutions per minute equal eight miles an hour. Or to put it in a different way, every variation of six revolutions per minute makes a difference of one mile in the hour. On a good road it is thus very easy to calculate closely the rate at which you are going. Other wheels can, of course, be figured, but above is easily remembered and quite exact.

THE Puritan record is all right.

"KARL KRON'S" book will be out in time to make of it a Christmas present. We do not expect to get it—for the present.

HUGH J. HIGH, who started from Pottstown, 4 May, to ride from there to Seward, Neb., and return, on a bicycle, completed his journey last week. He consumed about a month on his outward trip, and travelled about 1,700 miles, the entire distance being done on a bicycle. The return trip was begun 27 August. During the early part of his journey he encountered much bad weather and bad roads, oftentimes being compelled to take to the railroad bed and ride between the tracks. His last day's ride was the longest of the trip, eighty-one miles, making his total distance 3,499 miles.







# THE APOLLO'S RECORD

OF

## 211½ MILES IN 24 HOURS

### HAS BEEN BEATEN, BUT NOT THE

# APOLLO

Itself, as it Remains Unsurpassed by any Wheel  
on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch  
APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

### New Invoice of Apollos Just Received.

## SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

## W. B. EVERETT & CO.,

6 and 8 Berkeley Street - - - BOSTON,

SOLE UNITED STATES AGENTS.

(3); W. M. Woodside (4). The referee gave second money to Prince on account of foul riding by Brooks.

*Two Mile.*—W. F. Knapp (1), 5.48½; N. H. Van Sicklen (2); G. E. Weber (3); S. J. Whittaker (4).

*One Mile Safety.*—S. J. Whittaker (1), 3.19½; N. H. Van Sicklen (2).

*Two Mile Handicap.*—F. B. Bradley, scratch (1), 6.11; W. S. Webster, scratch (2); E. Mehring, 10 sec. (3); W. G. E. Pierce, scratch (4); H. B. Heywood, 10 sec. (5).

*Three Mile.*—A very close race, resulting in a dead heat.

1 mile....S. J. Whittaker.....3.23

2 miles....H. W. Clark.....6.40

3 miles....G. E. Weber.....9.40½

W. F. Knapp.....9.40½

N. H. Van Sicklen (3); S. J. Whittaker (4); H. W. Clark (5).

*Ten Mile Professional.*—A close race in which several records were broken.

1 mile....W. M. Woodside.....2.52

2 miles....R. A. Neilson.....5.48½

3 miles....W. M. Woodside.....8.51

4 miles....W. M. Woodside.....11.52

5 miles....R. A. Neilson.....14.53½

6 miles....W. M. Woodside.....17.53

7 miles....".....20.56½

8 miles....".....23.57½

9 miles....".....27.05

10 miles....R. A. Neilson.....30.02½

J. S. Prince (2); John Brooks (3); W. M. Woodside (4).

\* Best on record.

*One Mile Tricycle, Championship of State.*—N. H. Van Sicklen (w. o.) 3.54.

SECOND DAY.

*Twenty Mile, Pope Cup.*—N. H. Van Sicklen (w. o.); 1 h. 9 m.

*Two Mile Professional.*—R. A. Neilson (1), 5.54½; W. M. Woodside (2); J. S. Prince (3); J. Brooks (4).

*Five Mile.*—W. F. Knapp (1), 15.10½; G. E. Weber (2); L. D. Munger (3).

*One Mile State Championship.*—W. S. Webster (1), 3.4½; F. B. Bradley (2); N. H. Van Sicklen (3).

*One Mile, 3.20 Class.*—F. B. Bradley (1), 2.58; W. G. E. Pierce (2); W. C. Wise (3); E. H. Wilcox (4).

*One Mile.*—H. W. Clark (1), 3.11½; W. F. Knapp (2); L. D. Munger (3).

*Five Mile Professional.*—R. A. Neilson (1); J. S. Prince (2); John Brooks (3).

*Three Mile Team Race.*—Chicago team (1), 32 points; Kishwaukee (2), 4 points.

*One Mile Tricycle.*—S. G. Whittaker (1), 4.26; C. E. Klage (2), 4.39½.

*One Mile Consolation.*—Wise (1).

Weber refused to race with Knapp to decide Friday's dead heat. Knapp went over the course in 2.23½.

Rowe's Recent Records.

SPRINGFIELD, 19 October.—Run of Wm. A. Rowe, of Lynn, for a twenty-mile record. Pacemakers, C. P. Adams, John Illston, A. O. McGarrett, and F. R. Brown. The timing and measurement

were vouched for as strictly accurate by the full board of officers, which was as follows: Referee, George M. Hendee; judges, H. P. Merrill, Frank W. Westervelt, E. M. Wilkins; timers, W. N. Wilkins, C. H. Parsons, H. W. Collins; scorer, W. G. McGarrett; starter, A. L. Atkins.

The following table shows the times of the intermediate miles made, and the previous best of record. Above two miles, all the previous best amateur records were held by M. V. J. Webber, of England, who scored them on the Springfield track, 10 September, 1885.

Miles.	Present record.	Previous best.
1.....	2 44½	2 36½
2.....	5 33½	5 34½
3.....	8 20½	8 17½
4.....	11 11½	11 16½
5.....	14 07½	14 08½
6.....	16 55½	17 02½
7.....	19 47½	19 58½
8.....	22 41½	22 53
9.....	25 41½	25 48
10.....	28 37½	28 44½
11.....	31 37½	31 41
12.....	34 32½	34 41½
13.....	37 24½	37 41
14.....	40 25	40 42½
15.....	43 26½	43 36
16.....	46 29½	46 35½
17.....	49 25	49 33½
18.....	52 25½	52 44½
19.....	55 22½	55 52½
20.....	58 20	58 56½

Except one and three miles, the above times take the record. At the finish of the twenty miles, he had a few minutes to spare, and was told to ride till the hour was finished; and when the bell sounded the hour, he had ridden 20½ miles 132 yards 4 inches. His total time on the 20½ miles was 59 minutes 46½ seconds. Rowe rode a Columbia racer.

More Records.

THE whole country must have grown tired of hearing about broken records on the Springfield track. Yet it is safe to claim that if the local bicycle club were to announce another tournament next week, they would draw bigger crowds than ever before, even without Howell, Wood, Furnivall and Webber. The fact is, thanks to the Springfield Bicycle Club, the American amateurs have waked up to find their legs as staunch and nimble as those which are nourished on British beef and beer. The best riders in the country have become familiar with every inch of the peerless Springfield track, and they have started—late, it is true—to show their mettle. The prizes are all gone,—mainly to England,—but there is plenty of patriotism in the American blood, and no end of good cheer among the resources of the Springfield bicycle boys for all comers who have an honest purpose to do "big things on wheels." It is not altogether to be regretted, by the way, that American-made wheels are

showing up well in the record-breaking this fall. The Columbia came to the front yesterday, being ridden by all the contestants.

If these events could be predicted, there would be a crowd on Hampden Park every day that any riding was going on. But the events are not noised abroad till they have taken place, so it happened that a handful of enthusiasts, and a sprinkling of curious spectators assembled yesterday afternoon. The weather was perfect. It happened that A. O. McGarrett of this city opened the ball. He rode two miles without hands, just to vary the monotony of record smashing, and here is his record: ¼ mile, \*43½; ½ mile, \*1.25½; ¾ mile, \*2.10½; 1 mile, \*2.58½; 2 miles, \*6.9½. These are all world records, since England has not aspired to excel in this sort of thing, and the Springfield track heretofore held the best above the quarter mile. Chickering, on a Star, in the 1884 tournament, made the best one half and three quarter mile records, and Wollison, of Pittsfield, at the same time, made a mile record in 3½.

Fred R. Brown, also of this city, took his turn. He will be remembered as the hero of the tandem bicycle race, at the 1884 tournament, when, astride of a clumsy gas-pipe contrivance, he and Miller cut out a record for two and three miles. Last May this team made over their records for one mile and under, and now hold world records up to three miles. Brown has been called a good man for a short distance, although many in the local club wish he might be tried on long-distance riding. His mount yesterday, as heretofore, was a Columbia, and he tried only for the quarter-mile record, which stood to the credit of George M. Hendee on the St. Louis track, and was 37. Brown shaved this down to \*36½ yesterday, without great effort, thus establishing a world record. W. A. Rowe, of Lynn, who was noted earlier in the season as a good class-race man, and a dangerous rider in an amateur handicap, then did the big event of the afternoon in taking the one-mile honors from Hendee, Sellers, and all other aspiring amateurs. Rowe touched nothing till he reached the mile record, as follows: ¼ mile, 39½; ½ mile, 1.17; ¾ mile, 1.56½; 1 mile, \*2.36½. Having shattered the mile record, Rowe made a bold dash for the half. His splendid success is thus shown: ¼ mile, 36½; ½ mile, \*1.12½. Let wheelmen reflect that this is a 2.25½ gait, and made by a green rider at that. Heretofore the best world record for the quarter was held by the professional Wood, 36½; and Howell, the king of the professionals, held the half, at 1.13½. But Brown, after all, holds the professionals at bay for a quarter-mile with his 36½ record.

The scoring and timing were accurate beyond doubt. The officials for McGarrett's ride, for Rowe's one-mile, and for Brown's quarter, were as follows: referee, J. B. McCune; judges, E. M. Wilkins, J. E. O. Daniels, and H. P.



Merrill; timers, W. N. Winans, H. W. Collins, and L. E. Zuchtman; scorer, H. W. Collins; starter, A. L. Atkins. For Rowe's half mile: referee, J. B. McCune; judges, J. E. O. Daniels, L. E. Zuchtman, and M. W. Colburn; timers, W. N. Winans, H. W. Collins, and C. H. Parsons; starter, A. L. Atkins; scorer, H. W. Collins.—*Springfield Republican*, 18 October.

OMAHA, 9 and 10 October. — Tournament of the Omaha Wheel Club, 9 October. *One Mile, Novice*,—W. D. Townsend (1), 3.24½; S. P. Shears (2); A. C. Joliffe (3). *Three Mile, Open*,—J. G. Hitchcock (1), 9.52; C. H. Cowan (2); J. Clawson (3). *Half Mile, Open*,—T. F. Blackmore (1), 1.32½; O. H. Gordon (2); W. H. Morford (3); C. H. Cowan (4). *One Mile, Tricycle*,—E. S. Raff (1), 4.22½; J. G. Hitchcock (2). *Five Mile, Lap*,—J. G. Hitchcock (1), 15.27; J. Clawson (2); C. H. Cowan (3). *Two Mile, Club Handicap*,—T. H. Merriam, 350 yards (1), 6.50; O. H. Gordon, 400 yards (2); T. F. Blackman, scratch (3); Perry Badollet, 400 yards (4); C. H. Cowan, 200 yards (5).

10 OCTOBER. — *Quarter Mile*,—T. F. Blackmore (1), 43; W. D. Townsend (2); *Two Mile, Nebraska State Championship*,—T. F. Blackmore (1), 6.56½; T. H. Merriam (2). *One Mile, Open*,—J. G. Hitchcock (1), 2.56; C. H. Cowan (2); J. Clawson (3). *Half Mile, Tricycle*,—E. S. Raff (1), 1.52; J. G. Hitchcock (2). *One Mile, Bicycle, 3-30 Class*,—W. D. Townsend (1), 3.18½; O. H. Gordon (2). *Half Mile, Boys*,—S. P. Shears (1), 1.17; Townsend (2). *Five Mile*,—J. G. Hitchcock (1), 16.18½; C. H. Cowan (2). *One Mile*,—O. H. Gordon (1), 3.08; T. F. Blackmore (2); Merriam (3). *Consolation*,—Harry Badollett (1); J. Clawson (2).

DANBURY, CONN., 14 October. — Races at the Agricultural Fair. *Half Mile Dash*,—O. B. Jackson (1), 1.34½; W. T. Olmstead (2); W. E. Matthews (3). *One Mile, 2 in 3*,—O. W. Swift (1), 3.25; 3.57½; Geo. Coburn (2). *One Mile, 3.45 Class*,—Rudge G. Larkin (1), 3.32½; W. E. Matthews (2); *Three Mile*,—Ed. DeBlois (1), 11.27; W. T. Olmstead (2); L. A. White (3). *Two Mile*,—Ed. DeBlois (1), 7.19; Swift (2); Matthews (3). *Half Mile, Boys*,—A. A. Jackson (1), 1.42; D. Baman (2).

MONTGOMERY, ALA., 16 September. — Races under the auspices of the Montgomery Club. *One Mile, Time Race*,—C. H. Freyer (1), 4.17; R. H. Polk (2), 4.16½. *Quarter Mile, Handicap, Boys Under 15 Years*,—D. Troy, scratch (1), 1.23; W. Clay, scratch (2); 1.25. *One Mile, Best 2 in 3 Heats*,—T. L. Ingram (1), 3.29; C. B. Freyer (2), 3.43; T. L. Ingram (3), 3.12. *Five Mile Handicap, Professional*,—J. H. Polhill, scratch (1), 17.51; J. M. Horton, 100 yards (2). *Hundred Yards Slow Race*,—C. H. Freyer (1), 3.16; Master Reeves, five years old (2). *Half Mile, Novice*,—C.

Clark (1), 1.49; J. Gilmore (2). *One Mile, Handicap, Club*,—F. X. Mudd (1), scratch, 3.29; Jackson (2). *One Mile, Professional*,—J. M. Horton (1), 3.21; J. H. Polhill (1).

CHICAGO, ILL., 9 October. — Races under the auspices of the Chicago Club. *Twenty-five Miles*,—N. H. Van Sicklen (1), 1.31.26; J. Pierce (2), 1.34.37.

CLEVELAND, OHIO, 10 October. — Races under the auspices of the Cleveland Club. *Quarter Mile*,—First heat, C. B. Shannon (1), 49; M. Black (2); W. C. Baker (3). Second heat, H. Herrick (1), 49½; G. Upson (2). Final heat, Black (1), 50½; Herrick (2); Shannon (3); Baker (4). *Five Mile*,—R. Whittlesley (1), 24.7; E. Adams (2); M. Wade (3). *Half Mile*,—G. Valliant (1), 1.43; M. Black (2). *Half Mile, Handicap*,—C. B. Shannon, (1), 15.1.50; H. Herrick, (2), 10; *Hundred Yards, Slow Race*,—R. Sheridan (1), 3; F. White (2). *Two Mile, Lap Race*,—H. Herrick (1); M. Wade (1); R. Whittlesley (3); E. Adams (4).

CANTON, OHIO, 30 September. — Races under the auspices of the Canton Club. *Half Mile, Boys*,—T. Wales (1); G. Meyers (2); E. C. Bachert (3); F. Poorman (4). *One Mile, County Championship*,—W. H. Bachert (1), 3.31½; C. M. Atwater (2); G. Eyster (3). *Three Mile*,—W. H. Bachert (1), 11.52½; G. Eyster (2). *Half Mile, Novice*,—G. W. Parsons (1), 1.43½; T. Clark (2); S. Eakis (3); H. Elbell (4). *Five Mile*,—C. E. Kluge, (1), 16.22½; W. H. Bachert (2); J. Kerch (3).

KINGSTON, ONT., 1 October. — Races under the auspices of the Kingston Club. *Half Mile, in Heats*,—First heat, J. Minnes (1); M. F. Johnston (2). Second heat, Minnes (1); Skinner (2). Third heat, Minnes (1); Johnston (2). *One Mile*,—M. T. Johnston (1); L. B. Cooper (2); W. Skinner (3). *Two Mile*,—L. B. Cooper (1); M. F. Johnston (2); W. Skinner (3).

BRATTLEBORO, VT., 7 October. — Races under the auspices of the Brattleboro Club. *One Mile, Novice*,—G. J. Reed (1); F. Cressy (2). *Three Mile*,—W. Shuster (1). *Half Mile*,—W. Shuster (1); C. R. Crosby (2); F. M. Harlow (3). *Three Mile, Lap Race*,—F. T. Reed (1); W. Shuster (2). *Half Mile, Ride and Run*,—O. R. Howe (1); J. W. Drown (2). *Two Mile*,—C. R. Crosby (1); G. J. Reed (2); F. Cressy (3). *One Mile, Club*,—C. R. Crosby (1). *One Mile, Consolation*,—S. W. Kirkland (1).

NORTH HAVEN, MASS., 8 October. — Races under the auspices of the North Haven Club. *One Mile*,—C. P. Adams (1), 2.50½; C. Shearns (2). *Two Mile*,—W. Hovern (1), 7.10; C. P. Adams (2). *One Mile, Tricycle*,—C. E. Davis (1), 4.35.

MOTT HAVEN, N. Y., 9 October. — Sports under the auspices of the N. Y. Athletic Club. *Two Mile, Bicycle Handicap*,—D. H. Renton (1), 6.46½; W. D. Edwards (2); P. M. Harris (3).

CHESTER, PA., 10 October. — Sports under the auspices of the Cricket Club. *One Mile Run*,—R. Faries (1), 5.17½; J. K. Shell (2). *One Mile*,—A. Rice (1), 3.31½; G. C. de Lannoy (2). *Quarter Mile Run*,—J. V. Honan (1), 1.1; J. Street (2). *Two Mile*,—G. A. E. Kohler (1), 7.31½; G. B. Hancock (2).

BETHLEHEM, PA., 10 October. — Sports under the auspices of the Lehigh University. *One Mile*,—W. S. Ramsey (1), 4.40; D. Emery (2); E. M. French (3). *Slow Race, Hundred Yards*,—J. H. Milholland (1), .55.

NORTH ADAMS, MASS., 10 October. — Sports under the auspices of the Williams College. *One Mile*,—Vermilyea (1), 3.30.

WILMINGTON, DEL., 5 October. — Races under the auspices of the Warren Athletic Club. *One Mile*,—E. A. Kohler (1), 4.55; G. C. de Lannoy (2). *Two Mile*,—H. H. Curtis (1), 11.52½.

THE Worcester Club, of which F. W. Blacker is president, and E. F. Tolman, secretary, have offered three valuable prizes for a road race next Saturday, open to members of the club. The start will be made from Salem square, Worcester, at 9 A.M., and the finish will be at the Faneuil House, Brighton, a distance of 41 miles. Checkers will be stationed at points along the road. The prizes are: 1st, French clock, value \$25; 2d, silver ice pitcher, \$15; 3d, fruit dish, \$10. It is confidently expected that, with a good day, Midgeley's record of three hours and 27 minutes will be beaten.

AN exciting and closely contested bicycle race took place in Wakefield Saturday afternoon, under the auspices of the Wakefield Athletic Club. It was a ten-mile road race, for a handsome gold medal offered by the bicycle club. There were five contestants, Messrs. E. A. Wilkins, F. C. Patch, William J. Hall, E. D. Albee, and E. A. Atherton. The start was made from the "Rookery" at about 4 o'clock. Wilkins dropped out before he had covered five miles. At the finish F. C. Patch led, with William J. Hall second. The time of the winner was 39.9, and that of Hall 39.14. F. W. Bailey was referee.

THE Kings County Wheelmen, of Brooklyn, N. Y., have inaugurated a road race for teams of four men from the local clubs. The course is from Prospect Park to Coney Island and return, and the date selected is election day, 3 Nov.

H. W. Clark, champion bicycle rider of Canada, rode a mile in 2.58½, at Woodstock, 10 Oct., lowering the best previous record for Canada.

THE interest in the Corey Hill contest, of Saturday, is at a white heat, and the hill has been the scene of numerous private trials the past week. Flying starts will be allowed, but no competitor can have more than one trial, and no one will be allowed to stop and then start

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

again. The prizes will be awarded to those getting to the top of the hill the quickest, but special prizes will be given to any who ride to the top, but not quick enough to obtain a regular prize. The officers will be: Abbot Bassett, referee; E. C. Hodges, L. R. Harrison, D. N. C. Hyams, judges; J. S. Dean, C. W. Fourdrinier, timers; Messrs. Tombs, Robinson, Dodge, Morris, Southard, Lambert, Houston, and Peck of the club, will be umpires; Dr. W. G. Kendall and C. S. Howard, committee of arrangements. The prizes will consist of gold medals designed by Mr. B. J. Hanlon, of 433 Washington street. Entries, accompanied by an entrance fee of \$2.00, can be made in person or by mail, with Dr. W. G. K., 176 Tremont street.

#### WHEEL CLUB DOINGS

TECUMSEH, MICH.—The Tecumseh Bicycle Club was organized the latter part of June, with the following officers: President, William H. Hayden; secretary and treasurer, Percival Fitzsimmons; captain, Levi C. Hayden.

TOLEDO, OHIO.—The annual election of officers of the Toledo Wheel Club occurred 30 September, with the following result: President, Dud. S. Watson; secretary and treasurer, Art. A. Taylor; captain, F. H. Chapman; lieutenant, D. S. Watson.

NEW ORLEANS.—At the annual meeting of the New Orleans Bicycle Club, the following officers were elected for the ensuing year: President, L. E. Tyler; vice-president, J. M. Gore; secretary-treasurer, G. A. Miller; captain, C. M. Fairchild.

THE Long Island Wheelmen have extended a cordial invitation to the Citizens' Club for a run to Coney Island on election day. On Decoration Day the former were entertained by the Cits, and the good time then experienced will doubtless be repeated on this occasion.

UNTIL recently, the Somerville Bicycle Club had quarters in a church. But as the weather grew colder the place became uncomfortable, and consequently rooms have been obtained in the new Odd Fellows building on Broadway.

THE Lynn Cycle Club gave a very enjoyable entertainment Friday evening, delegations from nearly all the local clubs being present.

AN effort is being made to verge the Albany Bicycle Club into a social organization.

AN enjoyable literary entertainment was held at the Massachusetts Bicycle Club's house last Saturday evening. The programme included a series of recitations by Prof. Fobes. President Williams told the experiences of the members on their visit last week to New York, and of the royal hospitality of the Citizens' Club.

THE Orange Wanderers use the following wheels: Four Light Ridges, six Victors, one Harvard, one Yale, one Club, one Sanspareil, one Star, one Rudge Safety, one Kangaroo, four Humber Tandems, one Crippler one lever-steering (or lady's) Humber, two two-track Columbias, one three-track Columbia; one Rucker, and one Sociable.

LAST Monday evening, the Technology Bicycle Club held a meeting, at which a constitution was adopted and these officers elected: President, W. J. Barnes; vice president, F. H. Adams, '88; secretary and treasurer, M. Hatch, '88; bugler, W. H. Brett; captain, Fred J. Wood, '88; first lieutenant, Edward O. Goss, '87; second lieutenant, Montgomery Rollins, '89. A code of signals was adopted, and a committee appointed to consider the advisability of having a uniform. It was voted to have a club run Saturday to Corey Hill, to witness the hill-climbing contest. The club voted unanimously not to have Sunday runs.

#### TO CORRESPONDENTS

C. R. BROWN. The portraits were issued when the paper was first started, but have long since been discontinued. The neglect to change the advertisement is probably only neglect.



**POLO GOODS,**  
Adopted by all Leading Polo Leagues,  
CAGE AND POST GOALS,  
REGULATION STICKS AND BALLS,  
**POLO UNIFORMS,**  
**SKATES,**  
AND RINK SUPPLIES.  
SEND FOR CATALOGUE OF POLO GOODS.  
**A. G. SPALDING & BROS.,**  
108 MADISON STREET, CHICAGO. 241 BROADWAY, NEW YORK.

J. A. S. It was made from a stand still, or it would not be a record.  
W. FAIRINGTON. Am trying the oil. Will let you know.

G. J. The machine is a good one. Try the first.  
HILL. You can get the grade at City Hall.  
CORRESPONDENT. Confine yourself to a statement of facts. Don't pad.

E. P. B. The track is ten and a half inches over; not feet. Don't know how they settled your position.

L. L. HUBBARD. Thanks for paper.

#### FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—Victor tricycles of the 1885 pattern. Two machines for sale at a bargain. Address H., care of BICYCLING WORLD.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AT AUCTION.—Will offer at auction forty-seven bicycles and tricycles. Bids can be made by mail. Now is the chance to get a wheel at your own price. Send stamp for particulars to A. W. GUMP, Dayton, Ohio.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE.—A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

FOR SALE.—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.



# Additional Records on Columbias.

THE GREATEST DISTANCE EVER MADE INSIDE THE HOUR,

**20½ Miles 396 Feet, by WM. A. ROWE at Springfield, Oct. 19.**

**Springfield, October 17.**

WORLD'S RECORD	-	-	14 Mile	-	-	F. R. BROWN,	.36 2-5
WORLD'S RECORD	-	-	12 Mile	-	-	WM. A. ROWE,	1.12 4-5

**Springfield, October 19.**

WORLD'S RECORD	-	-	1 Mile	-	-	WM. A. ROWE,	2.36 2-5
AMATEUR.							
AMERICAN RECORD	-	-	2 Miles	-	-	WM. A. ROWE,	5.33 1-5
WORLD'S RECORD	-	-	4 Miles	-	-	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD	-	-	5 Miles	-	-	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD	-	-	6 Miles	-	-	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD	-	-	7 Miles	-	-	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD	-	-	8 Miles	-	-	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD	-	-	9 Miles	-	-	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD	-	-	10 Miles	-	-	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD	-	-	11 Miles	-	-	WM. A. ROWE,	31.37 1-5
WORLD'S RECORD	-	-	12 Miles	-	-	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD	-	-	13 Miles	-	-	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD	-	-	14 Miles	-	-	WM. A. ROWE,	40.25
WORLD'S RECORD	-	-	15 Miles	-	-	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD	-	-	16 Miles	-	-	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD	-	-	17 Miles	-	-	WM. A. ROWE,	49.25
WORLD'S RECORD	-	-	18 Miles	-	-	WM. A. ROWE,	52.25 1-5
WORLD'S RECORD	-	-	19 Miles	-	-	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD	-	-	20 Miles	-	-	WM. A. ROWE,	58.20

**Chicago, October 16, 17.**

10 MILE AMERICAN PROFESSIONAL, BICYCLE, 30.2 1-2 - - - By NEILSON.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes, taken on COLUMBIAS.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the go and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

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BOSTON, 30 OCT., 1885.

Volume XI.  
Number 26.

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THE GREATEST PERFORMANCE EVER DONE ON A WHEEL IN AMERICA!

**241<sup>9</sup>/<sub>32</sub> Miles in 24 Hours!**

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Every inch of the distance verified and witnessed!

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**179 Tremont Street · BOSTON**



## WE GET THERE, TOO! COREY HILL! EVEN BOYS RIDE COREY HILL ON ROYAL MAILS.

In the Hill-Climbing Contest of 24 October, Master W. M. HARADON, **Only 14 Years Old**, rode his **48-inch ROYAL MAIL**, with 5-inch Crank, to the top of Corey Hill in 3 minutes 40 1-5 seconds, and was awarded **Third Prize**, there being but **TWO OLD RIDERS** out of the **ELEVEN** entered who made better time than Master Haradon. The fact of Master Haradon's age, and the wonderfully fast time made, show conclusively that there is **"SOMETHING IN IT."**

Again the **KANGAROO** holds the **ONE-HUNDRED-MILE ROAD RECORD**. In the Second Annual One-Hundred-Mile Road Race for Kangaroos in England, the winner's time was **6 Hours, 39 Minutes, 5 Seconds**. Come and see them.

**WM. READ & SONS - 107 Washington St., Boston.**

### LOST or STOLEN!!

On 12 Aug., a young man, giving name of Frank T. Edwards, hired 52-inch Expert Columbia Bicycle, No. 7,194, for use till 14 Aug., at 9 A. M. Machine has not been returned. Description: Finish, black enamel and nickelled spokes, straight handle bars, vulcanite handles; numbered on neck as usual, and also on top of handle bar lug in smaller figures "7,194." In case you discover the machine, telegraph at once at our expense, and hold the party. A liberal reward is offered for information concerning said Edwards, and leading to return of the machine.

Boston, Aug. 24, 1885. W. W. STALL.

### SOMETHING YOU WANT.

Don't wait, but send twenty-five cents at once for a package of our **ADHESIVE TIRE TAPE**. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

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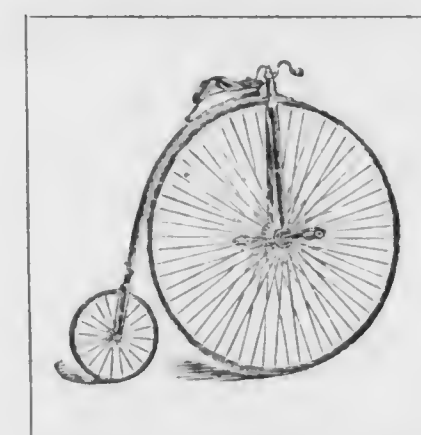
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## POINTS IN WHICH **THE AMERICAN** CHALLENGE IDEAL SAFETY BICYCLES

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Ten miles.....in 0h. 33 3/4m  
Twenty miles.....in 1h. 15m. (21 miles actually)  
Fifty miles.....in 3h. 15m. (51 miles actually)  
Twenty-four hours.....covering 266 1-4 miles.  
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The longest continuous ride.....covering 2,050 miles in 19 days

It has *three times* broken the 24-hours' record. It has done 100 miles in 7 1/2 hours. It has made more road records of 200 miles and over in one day than any other machine whatever; and for universal availability for all roads, weather, and purposes, and *all-the-year-round*, nothing in market can approach it. Get 1885 Price-List, and read all about it.

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ROADSTER TANDEM, Weighs 98 pounds.

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There will be no edition of this work in 1885. We have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

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**CHRISTMAS NUMBERS.**—The Christmas numbers of the *Cyclist* are profusely illustrated and filled with entertaining reading matter. "Our Camp," the current number, has made a furore in the wheel world. We have a few copies left. Twenty-five cents.

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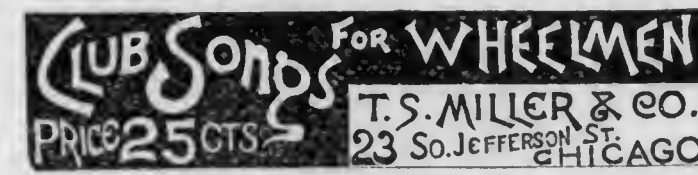
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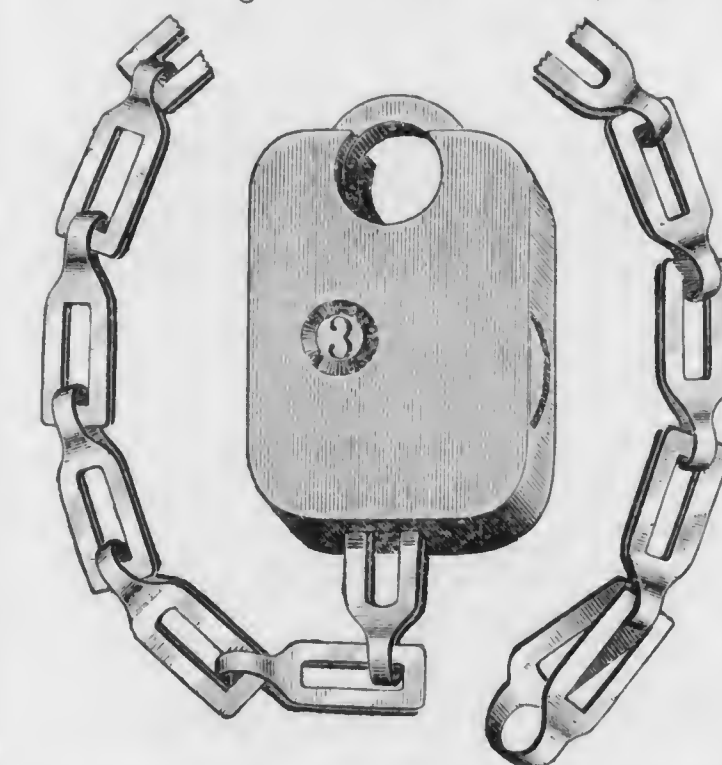
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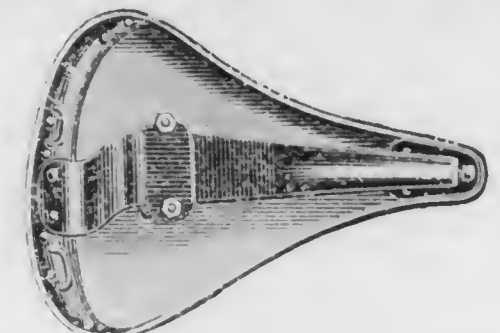
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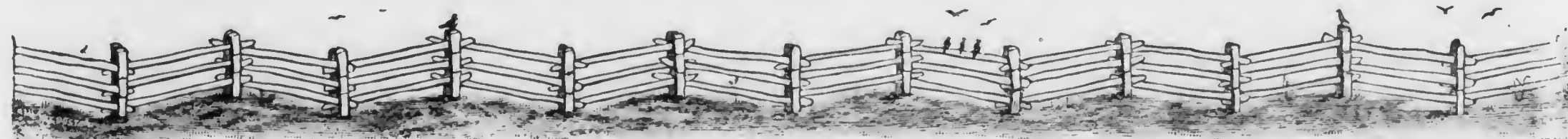
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ABBOT BASSETT . . . . . EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 30 OCT., 1885.

### AMERICAN MACHINES.

WHEN the cycling historian comes to record the doings of this year of grace, he may say truthfully that so far as public performances on bicycles show the capabilities of a particular make of machine, it was conclusively proven that bicycles of American manufacture are equal in every respect to those imported from England. We do not believe that any importer will take issue with us on this statement, because all the dealers have relied to a very great extent upon the performances of riders on their machines to convince customers that they are superior to rival makes. We do not wish to be understood as giving an

undue importance to the machine that carries its rider across the tape in unprecedented time or to victory in any contest, or to lessen the credit due the rider. As a matter of fact, we think that as a general rule it is the rider and not the machine, especially in the case of the ordinary bicycle, that brings about a particular result. We have maintained, and still do so, that among the leading makes of bicycles one machine is as good as another. And it is to this very state of affairs that we desire to call attention, because it affects the trade and the cycling public. It has hitherto been argued, and with some foundation, that foreign-made bicycles were faster than those of home construction. But now Americans on American bicycles have shown, so far as records can show, that they and their machines are equally good to ride as imported ones. This is gratifying, not for to-day alone, but to one who contemplates the future of cycling, as it convinces us that the time is rapidly approaching when we shall be in no way dependent upon the output of foreign works. We allude to the future, because the causes which have, to a great extent, limited the number of makers and importers, will no longer exist. The market will be thrown open, and keen competition will doubtless reduce the price of cycles. When such a state of affairs arises, the importers will, unless a very material reduction in the duties on cycles is made, find that they can illy compete with the dealers in home-made machines. This is a matter that must some day be met by the importers.

WE are no longer in doubt regarding the measurement of the course over which the hundred-mile road race was run. In the first place, we were assured before the race that the course had been carefully gone over and measured by reliable cyclometers, but after the race was finished we were unable to find that this was the case. We were referred to Mr. Rothe as the man who measured it, but, on application to him, he told us that he had not been all over the course. In a letter to the WORLD last week, Mr. Rothe tells us that he went over the course in sections, at different times, and that he carefully measured it by Mr. McCurdy's cyclometer when he made his twenty-four hour run, and took this route. A measurement by sections is, to say the least, an unsatisfactory way to

treat a course over which such an important race as this was to be run. Mr. McCurdy left the course twice, and ran twelve miles, in addition to the alleged fifty which was claimed as the length. This cannot be accepted as an ideal measurement. The surprising time made in the race directed everybody's attention to the length of the course, and doubts immediately arose in the minds of many. Again we were assured that a careful measurement of the course would be made the following Sunday. We contemplated sending a man over the route in our own interest, with an attested cyclometer, but, upon inquiry, we found that Capt. Harrison and Mr. Howard were to go over, and that it was probable that some ten or a dozen men would accompany them. The two gentlemen did go over, but they went alone, and we do not learn that anybody but themselves saw their cyclometers at start or finish. They reported that the course was two and three quarter miles short, and Mr. Rothe says that the shortage can be accounted for by the fact that at one point the whole party went off the course and cut off that distance. Again we were not satisfied. We have got a record now that we invite a thorough inspection of. During the week a party of five rode over the course, and we give below the names and the registers of their cyclometers: —

W. A. Rhodes, Butcher cyclometer. Register, 47 $\frac{3}{4}$ , making the route 94 $\frac{1}{4}$  miles.

F. F. Ives, Butcher cyclometer. Register, 47 $\frac{3}{4}$ , making the route 94 $\frac{1}{4}$  miles.

W. S. Doane, Lakin cyclometer. Register, 47 $\frac{3}{4}$ , making the route 94 $\frac{3}{4}$  miles.

C. I. Swan, Lakin cyclometer. Register, 47 $\frac{3}{4}$ , making the route 94 $\frac{3}{4}$  miles.

C. R. Overman, Lakin cyclometer. Register, 47 $\frac{3}{4}$ , making the route 94 $\frac{3}{4}$  miles.

The distance lost by the men in going from the course was found to be 1 $\frac{1}{4}$  miles.

Here are five cyclometers, with much less than a mile variation between the highest and lowest, in a fifty-mile run, and two kinds are represented. The cyclometers were taken at points where the checkers stood during the race, and every precaution was used to get an accurate measurement. We do not know that Mr. Weber wants any but the hundred-mile record, and we certainly shall



not give him ninety-five. Ninety-four and a half miles is the very best he can expect. Meanwhile, he and his friends have just cause to condemn the officials who managed affairs in such a careless manner, putting the contestants to great expense of time and money, and giving them an empty honor in return.

#### Corey Hill.

COREY HILL is no longer formidable. Machines and riders have improved, and the result of Saturday's contest tells us that in future it will be a question of time only among those who mount the hill. Without any disparagement to the riders, who did nobly, it must be confessed that the hill gave them a good chance. It was in most excellent condition, and presented a far better surface than it did two years ago, when failure was the order of the day.

The interest of the public in the affair was evinced by the number of those who went out to witness the contest. The affair was announced to begin at three o'clock, and for an hour before that time a steady stream of cycles of every description rolled over Beacon and Harvard streets to the base of the hill. There was every variety of the genus cycle, — the huge sixty-incher, the small safety, the sedate sociable tricycle, its more speedy sister the tandem, and single tricycles without number. Every club in Boston and vicinity had called special runs to the hill, and their members were out in force. Cyclists, however, did not wholly compose the audience. Carriages lined both sides of Beacon street and the cross streets upon the hill. Many extra cars were run, and each was loaded to overflowing.

We have given the statistics of the hill many times, but it may not be out of place at this time to repeat them. Corey Hill is situated in Brookline, leading off of Beacon street, about three miles from the State House. Total length, 2,300 feet; height, 199 feet; average, 1 foot in 11.41; horizontal length from Prospect street, 1,464.3 feet; height, 129.3 feet; average rise, 1 in 11.32 feet. On the last 158 feet the average rise is 1 in 7.85 feet, and for the next 470 feet lower down the rise is 1 in 7.87 feet. In the contest of 25 August, 1883, Burt Pressey was the only successful climber, and his time was 4.41½.

The first man sent off on Saturday, was Arthur Young, of St. Louis, and he managed to pull a great deal of applause out of his effort, since the spectators were not prepared to see every man get up.

The successful riders and their machines, were: —

Arthur Young, St. Louis, 46-inch Victor bicycle, 5½-inch crank; time, 3.42.

Fred White, Boston, 46-inch Cyclone tricycle, geared to 48-inch; 6.11½.

R. E. Burnett, Chelsea, 48-inch Victor bicycle; 3.45½.

W. W. Stall, Boston Bicycle Club, 54-inch Star roadster; 3.24½.

W. M. Haradon, Springfield, 48-inch Royal Mail bicycle, 5-inch crank; 3.40½.

C. E. Whitten, Lynn, 51-inch Columbia roadster, 5½-inch crank; 3.34½.

C. H. Townsend, Willimantic, Ct., 42-in. Star Roadster, 4.54½.

Horace Crocker, Newton, Mass., 46-inch Victor tricycle, geared to 40-inch; 4.13½.

F. Eldred, Springfield Bicycle Club, 54-inch Lever bicycle, 4.21½.

C. O. Danforth, Cambridge Bicycle Club, 46-inch Cyclone tricycle, geared to 48-inch; 5.23½.

J. W. Williams (colored), Dorchester Bicycle Club, 40-inch Quadrant, geared up to 48-inch; 3.46½.

Separate prizes were offered to bicyclists and tricyclists; \$50, \$40, and \$25 gold medals to the bicyclists who made the distance in the quickest time, and \$50 and \$40 gold medals to the fastest tricyclists, while commemorative medals were offered to all others who accomplished the task.

The officials were as follows: Referee, Abbot Bassett, Boston Club; judges, E. C. Hodges, L. R. Harrison, D. N. C. Hyams, all of the Boston Club; timers, J. S. Dean and Freelon Morris, of the Boston Club, H. M. Sabin and J. E. Savell, Massachusetts Club; W. G. Smith; committee of arrangements, Dr. W. G. Kendall and C. S. Howard.

#### Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 327,669. Bicycle. Leo Eerlich, St. Louis, Mo. Of the safety pattern.

No. 327,770. Bicycle saddle. Luther S. Copper, Cleveland, Ohio.

No. 327,786. Pedal. Charles H. Gates, Worcester, Mass. The foot supporting bars are provided with annular rows of projections.

No. 327,922. Velocipede. Frederick Junge, Chicago, Ill.

No. 327,954. Velocipede. Homer A. King, Springfield, Mass. A bicycle propelled by levers, and having two or more seats for riders.

No. 327,979. Velocipede. Henry La Casse, Auburn, N. Y. A three-track tricycle.

No. 328,235. Velocipede. E. G. Latta, assignor of one half to A. G. Latta, Friendship, N. Y. Relates to the hub, spokes, and bearing.

No. 328,280. Bicycle wheel. E. N. Bowen, assignor of one half to W. S. Bull, Buffalo, N. Y. Tangential spokes attached with their outer ends to the rim, and having their inner ends connected by a nipple attached to the hub.

No. 328,355. Bicycle. Henry M. Starr, Rockford, Ill., assignor to Robert P. Scott, Baltimore, Md. Of the safety type.

No. 328,499. Tricycle. Geo. W. Marble, Chicago, Ill. Of the Star type.

No. 328,682. Bicycle saddle. Robert E. Humphreys, Irwin, Pa.

No. 328,709. Vehicle. T. H. Paessler, Malvern, Ohio. A device for utilizing the jar in wheeled vehicles; adapted especially for the bicycle.

No. 328,761. Tricycle. John H. Cilley, Lebanon, Pa.

No. 328,863. Bicycle saddle. Calvin T. Starbuck, Wilmington, Ohio.

#### I Would Like to Know

If Rowe would not be a good man to send to England next spring?

If the Colonel would n't chip in?

If a good many others would not?

What the English cavillers will have to say about the Chicago records?

If they think all American watches are wrong?

If all our tracks are short?

If all our timers are "fixed"?

If it is strange that the Faneuil is an attractive place?

If she is not as nice as pie?

Why Hendee did not try Corey Hill?

Why Ives did not?

If it is not a boom for best machines?

If the Quadrant's time will be beaten on any other tricycle?

If Stall can't climb hills?

If he always carries a pistol?

If it is loaded?

Where there is a hill fit for a contest?

What Kennedy Child knows about timing?

If the Worcester Club will return to the League?

If there is not a difference between eating dirt and burying the hatchet?

If Willis Farrington has climbed Mt. Vernon street?

If Charley Overman leaves his umbrella at home when he goes riding?

What road records are genuine?

If *Wheeling* don't lie when it says Ducker and Pope run the cycling pastime in this country?

If they would not like to?

If "Brutus" thinks a man picks out the worst roads to go touring?

If it is not sarcastic to say that the ladies on their recent run went "at a pace that made the ride for the gentlemen not at all disagreeable"?

Why the League does not take charge of the road records?

What you thought of the torchlight medley?

If it were not a circus?

If it is not a pity the hoodlums should control the streets of Boston?

What the Boston police force is good for?

If it is good for anything?

If a scratch between Stall and John L. Sullivan would n't fill a hall?

If London W. did get into the parade by mistake?

Where he got the yaller stockings?

If they are English?

If it is true that the Boston Club machines insist on stopping at Perkins'?

If Bob Huston can beat Tommy Lambert?

If Tommy will retire on his reputation?

If that would n't be a wise thing to do?

If the makers' amateurs want the earth?

If they want it fenced in?

If the dealers are not tired of amateurs who are on the make?

If Baird did write that account all by his little lone?

If he still lives?

If Hermes has not given Henry Sturme some conundrums to answer?

If he can answer them?

If he will try?

What Karl Kron thinks of the new-old *Bicycling News*?

What the *Bicycling News* thinks of K. K.?

When that book is coming out?

If it really is?

If Charley Howard was asleep when he wrote the *Globe's* account of the hill climb?

If he ever saw a Quadrant with 48-inch driver?

If he ever will?

If he ever saw one geared to 40 inches?

If he ever will?

How the ladies enjoyed their Sunday run?

If they did not like the tandems?

Where the Nemo Club was?

If it will succeed without admitting tandems?

If it don't need reorganizing?

If Dr. Kendall can ride up Corey Hill?

On what authority the *Herald* calls Rowe the "Champion of America"?

If records alone make a man "the champion"?

If they do, why the *Herald* did not say champion of the world?

#### Lantern Parade.

THE lantern parade of the Massachusetts Club, on Thursday evening, was witnessed by a very large crowd of persons, who lined the streets to witness the novel display. Though there was much of the picturesque in the appearance of the wheelmen, there were many drawbacks to the affair. The Chinese lan-

terns give no more light than is necessary to show themselves, and the costuming of the men was not visible save when they were under the brilliant rays of an electric light or a street lamp. Again, it is impossible for wheelmen to ride in solid lines in darkened streets, and this took away from the good effect that could have been produced had the lantern bearers been on foot. Then there was constant annoyance from the hoodlum element, and no police protection whatever. The action of the young scoundrels, and old scoundrels, too, reflected little credit upon the police authorities of the city.

All along the route the cyclists were subject to rough treatment, but they quietly submitted to be knocked off their machines and "slugged" until near the end of the parade, when patience ceased to be a virtue, and then a wheelman would occasionally dismount and attempt to inflict punishment on the hoodlum but the urchin usually escaped by running in the crowd, where the cyclists could of course, not easily follow. It was not only urchins, however, whom the wheelmen had to contend against, for many a full-grown man, was noticed casting some missile at the riders.

The start was made from the club house, on Newbury street, and representatives from every club in Boston and vicinity were in the line. Every bicycle carried two lanterns suspended from the handle-bars. In addition to this, some had two arranged so that they hung from both sides of the hind wheel. Some even went further than this, and had lanterns suspended on all sides of them.

Among the features of the parade were these: —

John Williams personated a policeman. He wore a regulation coat, which was fastened about his waist with a nickel-plated buckle of huge proportions. Around his neck he wore a leather collar. This was fastened in front with a padlock. On the back of the collar, painted in white letters, were the words "Boston police." On his cap were the figures, 4-11-44.

Mr. Hitchcock rode a bicycle. This was tastefully decorated with a canopy of Chinese lanterns.

A double bicycle by Messrs. Ethier and Smith was adorned with a huge Japanese umbrella, from which suspended about fifteen lanterns.

Mr. Black was mounted on a bicycle, which was a small procession in itself. Above him was a canopy made up of Chinese lanterns, and surmounting all was the club silk flag. Lanterns were also suspended from the handle-bars, pedals, and from the small rear wheel.

Capt. Salkeld had on his three-wheeler the framework of an umbrella. The end of every rib held a Chinese lantern. In the rear were two other lanterns, suspended from the saddle, while the front was illuminated by two smaller lanterns on each side of the small forward wheel.

President H. W. Williams's tricycle was adorned with an arch, from which were suspended five fancy lanterns, while behind the seat were arranged as many more.

Mr. John Wood rode a tricycle which had been transformed into a bower, and exhibited twenty lanterns of all sizes and shapes.

The Charlestown Club wore illuminated boxes on their heads. Each man had one letter of the name Charlestown on four sides of his hat. In the procession, "C" took the lead, and was followed by the men representing the other letters of the name in their regular order.

Sabin and Wilson, of Newton, rode a tandem bicycle, on which were arranged twenty-five lanterns.

Messrs. Wright and Amee had perhaps the largest number of lanterns on their tandem, the number being seventy-two.

Mr. McKay, of Cambridge, rode a bicycle, on which was built the outline form of a yacht. From a flag floating at the masthead, the spectators saw at a glance that it was the famous sloop "Puritan." This was a novel get-up, and was cheered all along the route. The hull was outlined with lanterns, while the sail, which, by the way, was a movable one, was outlined by strings of smaller lanterns.

Mr. G. B. Adams, of Cambridge, had his tricycle transformed with lanterns into a butcher wagon.

The Waltham Club brought out eighteen men. They wore metal helmets, and carried at their head a clock, whose face bore the name "Waltham."

Among the costumes was a white full dress suit, and a young man in female garb.

Lieut. A. D. Peck was marshal of the procession, and he was assisted by a full corps of aids. A careful estimate gives the number in line as 200.

The greatest disturbance took place on Newton street. Mr. W. W. Stall organized a tricycle division that joined the Republican torchlight parade last fall, and he had experience enough with the hoodlum element at that time to keep him out of the line on this occasion. He was standing on Newton street, near Columbus avenue, looking at the procession pass. Near him were a number of boys and young men, who repeatedly interfered with the riders. There was one youth, about eighteen years of age, who made himself particularly conspicuous by striking the paper lanterns as they passed, and once upsetting a rider by putting a stick between the spokes of the bicycle wheel.

Mr. Stall repeatedly warned the fellow to stop, but he would not. When he caused a second rider to fall to the ground, Mr. Stall lost all patience, and rushed for the youth, grabbing him by the coat-collar, and started to march him off to the station-house. A rescue was the cry at once set up by the crowd, who



closed about the cyclist and tried to take his prize away. They made a slight miscalculation, however, for Stall had his "dander" up, and was bound to give that youth over to the police.

The disturbance soon reached such proportions as to block the street and cause a break in the parade.

Having to take care of their machines, the cyclists could not very well go to the assistance of Mr. Stall. Four or five, however, threw their machines down and forced their way through the crowd to the side of Mr. Stall. The cyclists acted wholly on the defensive, and made no attempt at aggressiveness, until the mob began to belabor them with canes and sticks.

By this time the crowd was as excited and regardless of what they were doing, as any mob could well be. Cries of "He's choking him!" "Don't you see he's turning white!" "Down with him!" "He's a dude!" "Knock him on the head!" etc.

This state of affairs had continued for nearly ten minutes before a policeman put in an appearance. Then Officer A. H. McCarty, of Station 5, came running up Newton street, and was soon in the centre of the fracas. Just before the officer's arrival some one yelled that Stall had drawn a revolver, and then everybody shouted, "Look out! He's goin' to shoot!"

Then the officer began to take a hand in the proceedings. Not fully understanding the case, and hearing that Stall was going to shoot, he naturally grabbed him. Stall would, of course, not attempt to resist the officer, and in trying to explain matters, the captured hoodlum, who had so long been gallantly held in custody, managed to escape. Officer McCarty would of course listen to no explanation just then, but insisted upon Mr. Stall accompanying him to Station 5. The mob seemed as much opposed to Mr. Stall being taken in as they had been regarding the ruffian, and made an onslaught upon the policeman.

By this time McCarty was reinforced by Officer Lawrence Lucas, who came on horseback, and soon had the crowd scattering right and left. The bicyclists, of course, lent their assistance to the police, and by the time Tremont street was reached, the crowd had been sufficiently forced back to allow the mounted policeman to get between the other officer and the mob.

The ardor of the mob was beginning to cool down considerably, and Lucas was able by skilful manoeuvring to keep them at a distance from McCarty and the bicyclists, who hurried to Station 5. There matters were easily explained, and Mr. Stall and his friends departed, accompanied by the regrets of the officers that the wrong man had been taken in.

During the evening Mr. Gilligan, of the Massachusetts Club, brought in a boy whom he saw cause the fall of a cyclist. The boy was locked up.

#### Banquet to the English Webber.

By courtesy of Mr. C. J. Fox, of the *Bicycling Times*, we have received advance sheets of his account of the dinner to Mr. Webber, and a cut of the locket presented.

On Friday last (9 October) the town of Ryde, the native place of Mr. Mowbray V. J. Webber, gave a grand complimentary banquet to that gentleman, in recognition of his prowess when racing, in September last, at Hartford and Springfield, United States of America. The banquet, which was held at the Royal Pier Hotel, was attended by nearly all the leading gentlemen of the town, to the number of about eighty, including his worship the mayor, who, however, was unable to join the gathering until late in the evening, owing to an important previous engagement.

The chair was occupied by Col. Malone (Royal Marines), whilst the vice chairs were ably filled, respectively, by Gen. Harris (Royal Marines) and F. Davis, Esq.

After the usual loyal and patriotic toasts had been done justice to, Mr. Bennett proposed the "Mayor and Corporation."

Mr. Hammond Raddett, the deputy mayor, replied in a humorous speech, regretting that the mayor had not arrived in time to reply.

The chairman, who, on rising to propose the guest of the evening, was greeted with prolonged applause, said he felt, and was sure those present would feel, that this was distinctly the toast of the evening. They had as their honored guest that evening a gallant young gentleman, upon whom the weight of years was certainly not oppressive [laughter], but who had, despite the fact of his youth, conspicuously distinguished himself in a manner of which they, as his townsmen, had a right to feel proud. His gigantic achievements lately, in America, were now matter of history. They were gathered together, that night, not only to do him honor, but also to present him with a lasting token of the estimation in which he was held by the inhabitants of Ryde, and with this view, it gave him unalloyed satisfaction to present to him a gold locket, subscribed for, not only by his fellow-clubmen, but by his admirers in Ryde. Mr. Webber had, he remarked, only to look around him and note those present, for him to see at a glance that it was a

representative gathering, in every way, of the leading men in Ryde, and therefore he could accept the locket as evidence of how much those gentlemen esteemed his pluck, and congratulated him for his success. Handing Mr. Webber the locket, the chairman continued: Mr. Webber, I am convinced that you will, whatever your after career may be, do honor and be an ornament to the town to which you belong. [Loud cheering.]

Mr. Webber, who, on rising to respond, was received by a tremendous outburst of enthusiastic cheering, said he hardly knew how to thank them all for the kind way they had treated him since his return from America. The locket with which he had that evening been presented, would ever remind him of one of the pleasantest evenings of his life, and he should remember with pride and satisfaction the kindly remarks of Col. Malone. He should like to say one word as to the records. Some persons had seen fit to throw doubt upon them; it showed that they could know nothing of the matter. The tracks were a surprise, indeed, to him; they were rolled as hard and level as billiard tables, and he felt when he got on them that something must go, either his machine (a Marriott & Cooper) or the record; and the machine stood and the record went. [Cheers.] He must also crave permission to render a slight tribute to American hospitality. Nothing could exceed it, and the kindnesses he had experienced on all hands when there, would never be forgotten by him. He would ask them to drink, with him, success to the Springfield and Connecticut Bicycle Clubs. [Hear, hear.] He was deeply obliged to them for their great kindness to him, as he was to the gentlemen present for their splendid reception of him that evening.

The health of the American clubs was then given, the chairman calling for full glasses and three cheers, the toast being drunk in true British fashion, the entire company singing, "For they are Jolly Good Fellows," and afterwards, "Yankee Doodle," three extra cheers being given before the company resumed their seats.

Other toasts were proposed and responded to by the company.

#### CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

#### Tricycle Springs.

*Editor Bicycling World:*—It has become the custom of most makers of tricycles to fit their machines with cradle springs. This, I think, was largely to meet the demands of riders who felt that an easy spring necessarily gave the most



# RUDGE RECORDS.

ANY BICYCLE CAN WIN A RACE.

Every Bicycle CANNOT make a Record.

ONE MILE.

RUDGE

RACER,

2.31 $\frac{2}{5}$ .

ONE MILE.

RUDGE

SAFETY,

2.43.



One Mile **RUDGE** Tricycle, 2.49 $\frac{3}{4}$ .

We regret to say that we have not space to insert all of our other records; suffice it to say that we have every record inclusive from

**3 TO 20 MILES.**

SOLE U. S. AGENTS.

**STODDARD, LOVERING & CO.,**

152 TO 158 CONGRESS STREET, BOSTON, MASS.



# THE "CLUB" SAFETY!

Springfield, Mass., September 9th, 1885.

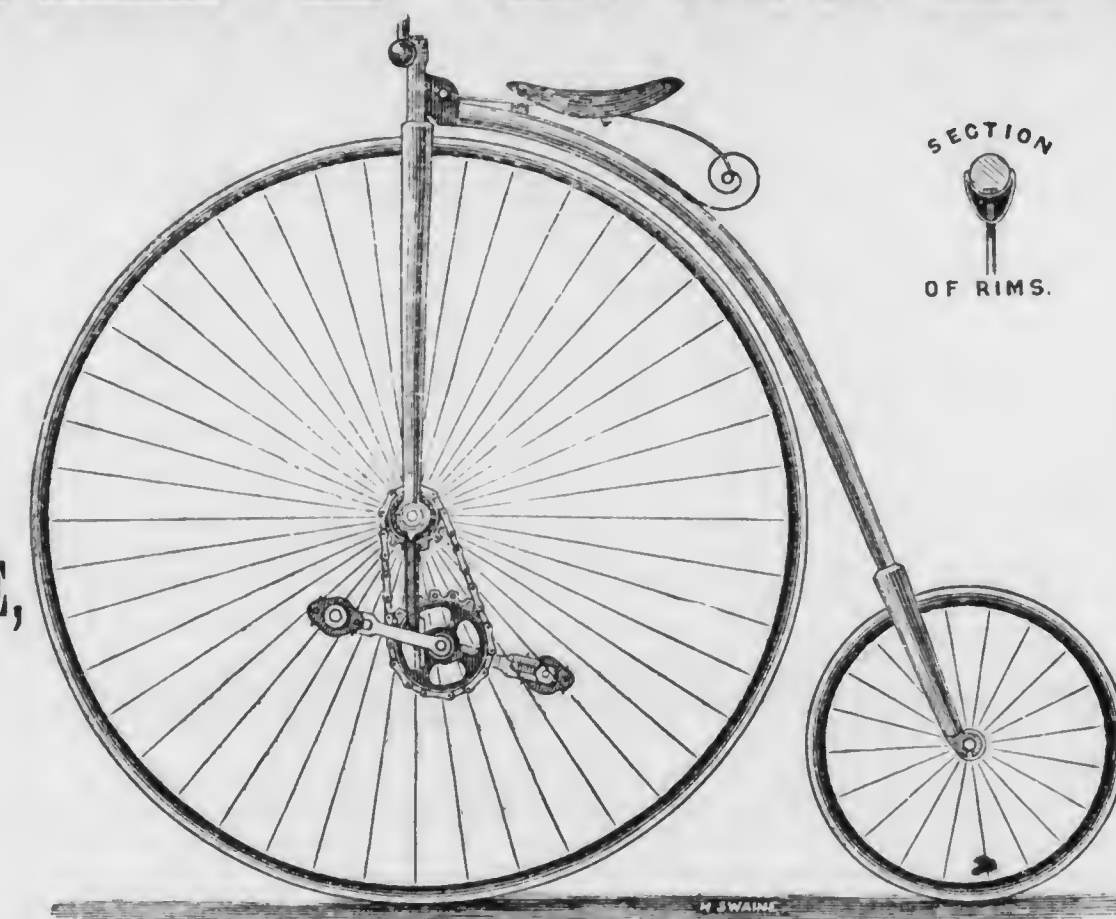
## RECORDS.

HALF MILE,

1.25<sup>3</sup>/<sub>4</sub>.

THREE FOURTHS MILE,

2.8<sup>4</sup>/<sub>5</sub>.



2  
MILES,

6.05.

The Strongest, Fastest, and Most Perfect Safety Made.

# THE COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,  
BOSTON.

comfort. I have tried nearly all the springs and saddles used on tricycles, and have come to this conclusion: That for actually sitting on, as in coasting, there is nothing comes up to the yielding, swaying cradle for comfort. But when one is riding and bearing a large part of his weight on the pedals, using his saddle as much for a rest as a seat, the cradle yields too much to every sway of the machine to give the best results. Unless riding a machine of the Humber pattern, where a bicycle spring can be used, I have found, for my own use, that the saddle and spring combined adopted by the makers of the Club machines to be the best, steadiest, and most comfortable. Very much the same result can be obtained by using a cradle spring adjusted to a weight heavier than your own. I believe, as the result of long practice, that the best and easiest pedaling can be obtained from a saddle as steady and firm as is consistent with a fair amount of comfort.

H. L. N.

### Etiquette.

*Editor of Bicycling World:*—Editors usually dread a prolonged discussion so much, that I am afraid you will not be greatly pleased to get another letter from me on the much vexed subject of cycling etiquette; but the few letters published by you last week tempt me to ask your indulgence again. "Sense" and "Suburban" so nearly agree with my ideas that I need not reiterate their argument, or put my lance in rest again, to defend ladies riding wheels from being annoyed by strangers; and indeed it is very gratifying to find your other correspondents practically indorse the position I have already taken. Mr. Schall thinks that "it never hurts a man to be a gentleman." Why, of course not, and one of the conventionalisms which gentlemen are expected to observe, is that they do not speak to persons to whom they have not been introduced, unless there is some definite reason for so doing; and that even when a chance meeting occurs, neither party is under any obligation to continue the acquaintance. We may not like the "hard and fast rules of etiquette," but still custom has laid them down very distinctly for our observance, and rarely without good cause. In this case, there is the obvious reason that every one has a right to choose his own associates, not merely according to their class in life, but often for their purely personal attributes.

I was not one of the actual pioneers in bicycling, but yet rank among the earlier riders, and in the old days fully believed in this freemasonry that is being preached at us now; but as Mr. Schall says, it is an old-fashioned custom, proper enough when wheels were few, but out of date when they are more commonplace than saddle-horses. I have just been in the country for a week, and there found it natural to nod to the few strangers I met on the roads, even although neither

they nor I were mounted on wheels. If I were to do the same thing as I walked down Broadway, the policemen would probably be nervous as to my state of mind. Four or five years ago, it was rare indeed to meet half a dozen wheelmen in a day's trip. Last Sunday, I must have passed fifty or sixty in a run of thirty miles. My critics may think that it makes little difference whether or not the sport has grown; but the difference is that cycling is now an every-day sort of thing, and that cyclists are therefore subject to the ordinary conventions of civilized society. If there were anything to be gained by "saluting," it might be worth while to keep it up; but to talk of encouraging fellowship by bowing to all strangers who happen to be astride a wheel instead of a horse, is the veriest nonsense. I feel sorry for "Courtesy's" friends who are not his associates. If all the world were kin, it might be a much better place than it is, though I doubt it; but when we give a military salute, or even a simple nod to men with whom we expect no further intercourse, we make no kinship, but simply keep up what is in these days a silly habit.

Yours truly,  
EDWARD J. SHRIVER.

### Abilities.

*Editor Bicycling World:*—A racing man has some rights that even a handicapper is bound to respect, and one of these rights is to be judged by what he has done, and not by what he may be able to do. When it comes to placing a man by his abilities, you open the door to favoritism and prejudice. Racing men have a right to go into class races in their first season, just as they have a right to go into a novice race in their debut. It matters not what a man can do in practice. Public performances should be the only basis for handicapping and classifying. Springfield has laid out 1885 fast men on the shelf, so far as the slow class races go, but the men who come forward next season should be allowed one taste of pudding.

RACER.

### Race Etiquette.

*Editor Bicycling World:*—Your correspondents are discussing etiquette on the road, and it may not be out of place to say a word in favor of etiquette on the path. I shall be glad to see the time when our racing men are inspired by an idea which will lead to more courtesy on the track. Perhaps it may be argued that courtesy is out of place here, but I believe there is room for a good deal. I would, for instance, like to see such men as Hendee, Rowe, and Burnham surrender the pole to the weaklings in a scratch race. I would like to see them start behind if the entrants were numerous. I would like to see the courtesy of the pole given to a man who may come from a long distance, just as we would give the

seat of honor to a distinguished guest at our table. I would like to see fewer claims of foul riding in cases where the fouling is accidental. I would like to see men refuse to take advantage of an accident to a competitor. In fact, I would like to see the riders on a race track inspired by the same ideas that obtain in society, where each and every one strives to make others happy and comfortable. I believe this can be done with no sacrifice of the true spirit of rivalry. HARRY.

### Record Classification.

*Editor Bicycling World:*—I believe thoroughly in the idea of record classification, for I believe it will give us more exciting racing. Wheelmen now ride races to win, and do not care for the pace. The racing is done on the last quarter. This makes a stupid race, and to an outsider a bicycle race is a slow thing. Walkers, runners, rowers, and trotters go from start to finish. Until bicyclers do this we cannot get up an outside interest in bicycle racing. When records made in competition are put above records made against time, we shall see better racing, for men will go for all they are worth, from the scratch to the wire. The kind of racing we have now may be the best for racing men, but it is an imposition upon those who pay to see it.

W. F.

### Reservoirs.

*Editor Bicycling World:*—In reply to Mr. Hart, I will say that my tricycle, an Apollo, has oil reservoirs, consisting of little cups, which have a spring cover which is easily pulled off and replaced. They are a great improvement over the spring plug reservoir, though not so good as the spring lid, for there is danger of losing the cover. My last machine had screws in the holes, and these had to be drawn with a screw-driver. I cannot imagine a more beastly arrangement. Why cannot makers make oil holes of uniform size and with uniform threads? Then one could buy and insert any kind of reservoir he pleases.

H. I. S.

### Why Not More?

*Editor Bicycling World:*—I see in your answers to correspondents you say that two machines can be imported if they have been used. Why not three or four as well as two, or has the department established a rule limiting the number? I should much like to receive information as to the exact rights of those coming from a foreign country, and bringing cycles that have been in use abroad. Perhaps some of your many readers will oblige me by giving the desired answer.

CUSTOMS.

### A Competition—Not a Show.

*Editor Bicycling World:*—Your correspondent "Brutus" certainly mistakes the object of a road race if he regards the actual visible competition as of any



value. In the original road races the contestants were started some distance apart to avoid the probability of the contestants running together. It would be one of the worst things that could happen to cycling if anything were done to make road races interesting to spectators; and here I think that the League is making a mistake to ignore this branch of the sport, which needs regulating full as much as contests on the path. The number of clubs who, following in the wake of the Boston Club, in the promotion of road races, is increasing to such an extent that one cannot but regard the probable outcome with dismay, as the distances are being lessened, and with the riders starting together the chances of interference with the legitimate and legal use of highways are being multiplied. The importance of these competitions to the trade and the sport is so invaluable that every precaution should be taken to guard against anything that might bring about the interference of the police. Road racing should be kept as clear of show as is possible. ROAD RIDER.

#### K. K.'s Left for Write.

*Editor Bicycling World:*—As regards your suggestion of to-day, that my book may be ready to "present" on Christmas eve, I fear there's slim chance of its realization. Though I myself shall be thirty-nine years old then, my hand which writes the final quarter of the book will be only a dozen weeks old in its experience as a pen-pusher. In other words, my right hand, resenting the indignity of "two years' solitary confinement at hard labor," has refused to do any more pushing of that sort, and so I have no option but to "limp left-handedly towards the finish." If my left hand also wears out, I may "try my toes," as the *L. A. W. Bulletin's* editor suggested, when called upon to decipher my earliest scrawl; and if my toes finally "kick" against making any more direct contribution to literature than that implied in helping push my bicycle "ten thousand miles," I shall resort to my teeth as a pen-holder. As these form the only part of my anatomy which I have reason to be proud of, and as 425 pages of book are now in type, my 3,224 one-dollar subscribers can rest assured that the volume will reach them *some time*!

KARL KRON.

WASHINGTON SQUARE, N. Y., 23 October, 1885.

#### 241 9-32 Miles in 24 Hours.

THE twenty-four hour record is gradually creeping upwards, and before the season closes it may exchange courtesies with the English record. The latest attempt to build upon the figures was made by F. F. Ives, of Meriden, Conn., and W. A. Rhodes, of Dorchester, Mass. At the request of the contestants, Mr. Bassett, of this paper, supervised the arrangements, and the details of the run were conducted by Mr. C. R. Overman. A course was selected for the men to run

over, very similar to that adopted for the Boston road race. It was as follows: Starting from the Faneuil House, Brighton, it led through Cambridge street to Union square, Brighton avenue, Beacon street, Chester park and extension to Boston street and Hancock street to Meeting House hill, thence by Adams street to Milton Lower Mills, River street to Mattapan. Then River street, across the river bridge and on to the forks, up the short hill and down the other side to High street, through Mill Village to Dedham, Dedham avenue to Needham Plains, Highland avenue, Centre street, Newton Centre to Beacon street and great signboards, and return to Newton Centre via Beacon street, Walnut street, Lake avenue and Beacon street again. Then to Centre street, continuing to Newton, crossing the railroad tracks and turning to Washington street, and on to Auburn street, West Newton. Next, the course lay around the triangle formed by Washington, Auburndale and Auburn streets, by Watertown avenue to Watertown. The riders then followed Main street for two blocks, Arsenal street, passing the arsenal and crossing the bridge, to Western avenue, Cambridgeport, to Central square, turning right through River street across the bridge, straight through Cambridge street to the Faneuil House. The total distance is forty-eight and a quarter miles, about.

The start was made at 5 P. M. on Thursday, after an inspection of both cyclometers by Mr. Bassett. The men were accompanied by pacemakers all the way, and these have certified to their going over the course. Lieut. W. S. Doane was the first pacemaker, and the first round was made in 4.10. The other pacemakers were H. S. Kendall, of the Dorchester Club, second round; Fred A. Pierce, Dorchester Club, third round; C. I. Swan and A. V. Walburg, of the Dorchester Club, fourth round; Theo. Rothe, Boston Club, and W. P. Hood, of Danvers Club, fifth round. The men were never alone, save once, when they got a little frisky near the end of a round, and ran away from their pacemaker, beating him by three minutes. The following is a schedule of the run:—

	Distance.....	Time started..	Time stopped..	Elapsed time...	Resting time...
First round.....	48 1-4	P. M. 5.00	P. M. 9.10	4.10	26m.
Second round.....	97 17-32	A. M. 9.36	A. M. 1.56	4.20	29m.
Third round.....	145 17-32	P. M. 2.25	P. M. 7.12	4.47	38m.
Fourth round.....	193 22-32	P. M. 7.12	P. M. 12.07	4.17	24m.
Fifth round.....	241 9-32	P. M. 12.31	P. M. 4.58	4.27	....

Total distance, 241 9-32 miles; total elapsed time, 23.58; total riding time, 22.1; total resting time, 1.57. One cyclometer registered 242 1/4 miles.

The cyclometers worked admirably. It will be seen that the scoring for the laps varied only by a small fraction. Both men rode 58-inch Victor bicycles. The proprietor of the Faneuil House, and the employees, showed the greatest interest in the affair, and did everything in their power for the comfort of the riders and their attendants.

There was a large company to see the finish, and the men were received with cheers as they entered the yard. The men finished in good condition and spent the evening in playing pool.

#### Rhymes of the Road and River.

WE are in receipt of advance sheets of Chris Wheeler's volume of poems, and we have read them with great profit and enjoyment. The work will embrace four departments, which have been entitled "Lays of Lancaster Pike;" "Songs of the Schuylkill River;" "Bent Oars and Broken Spokes," and "Cycling Bab Ballads." Many of the poems have seen the light before in the columns of the *World* and in other cycling papers, but there are several which are born with the book, and these are among the best. The poems have a delicious flavor and the ring of true poetry. It is no easy task to make a successful volume of poems limited to as few subjects as these must necessarily be, but we think our author has succeeded, and given us a book that will be of great value to those who appreciate the poetical side of wheel life. The book will issue this week, and we do not hesitate to recommend it. Published by E. Stanley Hart, 321 Chestnut street, Philadelphia. Price, \$2.00.

#### Chicago and the Racing Men.

CHICAGO doesn't mince matters on the amateur question. On one side we hear that the makers' amateurs are a curse to the sport. This, from the *American Sports*, gives another view of the case. We like to present all sides of a question. Speaking of the late race meeting, the paper says:—

"It was earnestly hoped that the Eastern makers controlling the movements of Richard Howell would give Chicago the benefit of his presence here, and in that way help to make the meeting a success, and give cycling sports in this city a boom that would enable the promoters of the meeting to excite public interest and give the track a record. Chicago must have something sensational if it is going to turn out in large numbers, and it needed Howell, with his world-beating record of 2.31 1/2, to furnish the sensation. Messrs. Stoddard & Lovering, of Boston, were appealed to by letter and by telegraph to send on the fast Englishman as the only means of insuring a successful meeting, but the appeals produced no other response than that Howell would probably sail 10 October. They could see no reason for putting themselves out of the way to help inaugurate the Chicago meet, although makers are the ones

chiefly benefited by the growth of the cycling interest. Another firm of makers cruelly took away from Chicago the only amateur whose name would have served to excite public interest, and ordered him back to the East to make additional records for their benefit. This was not the treatment expected by the local wheelmen who had already submitted to two or three assessments to provide for deficits caused by the most stubborn bad luck in the matter of weather earlier in the season. One thing is certain—if cycling is to be developed in Chicago, the parties who make the most money out of the demand for machines thereby stimulated, will have to show more liberality and consideration. The home wheelmen, who are only interested as amateurs, and who have nothing to gain but a medal now and then, cannot afford to bear an unfair proportion of the burdens. At an expense of over \$2,500, Chicago has prepared a very fine bicycle track, and those interested in wheel sport are willing to do all the work and take all the trouble necessary to bring cycling to the front as a popular pastime, but it is rather discouraging to have all their efforts frustrated by selfish business interests. We do not think Messrs. Stoddard & Lovering would enjoy hearing some of the comments of which they have lately been the subject in Chicago."

J. A. R. UNDERWOOD wishes to correspond with any one desiring to take the agency of the Quadrant tricycle. The extraordinary success of this machine in every hold, makes its outlook for next season very favorable.

#### CURRENT CALAMO

##### A Tandem Tale.

I OFT was told in childhood,  
Quaint tales of long ago,  
When babes slept in the wildwood,  
Quite safe from pain and woe.

No harm could e'er befall them,  
No grief could make them woe;  
They were good little children,  
And the gods protect their own.

Of-times I've sat and pondered  
If true this tale could be,  
And just as often wondered  
If the gods protected me.

But when in cycle riding,  
I oft was harshly thrown;  
I soon gave up confiding  
In "the gods protect their own."

Nor 'gain did I accept it,  
Though years rolled swiftly by;  
Till Jove's dire anger taught it,  
As I rode a tandem tri.

I learned that cyclist sses  
(The loveliest ladies known)  
Are safe from base caresses,  
For the gods protect their own.

One evening in the spring-time,  
With first tan-tri in town,  
I took a lady wheeling  
O'er smooth roads up and down.

We climbed the hills so lightly,  
No grade would leave us blown;  
The coasts were just delightful,  
"How the gods do bless their own."

As swift we coasted downward,  
My heart was full of bliss,  
I threw my arms around her,  
And tried to steal a kiss.

Oh, Jove! why this convulsion?  
That thunderbolt why thrown?  
No doubt to teach the lesson  
That the gods protect their own.

Some say the steering faltered  
When left to watch itself;  
I say it was the immortals  
Who laid me on the shelf.

So now when tandem riding,  
I fear a modest throne,  
And oft repeat the maxim,  
"The gods protect their own." C. E. D.

MAKE your records now, for soon will the moon depart.

DOES N'T the hoodlum outbreak suggest that we had better not try to amuse the populace?

WHEN we make two hundred miles in the day, we shall go to bed. Pool will have no temptation for us.

ARTHUR YOUNG, the cycle poet of the West, has been spending a few days in Boston. He has been at the Faneuil House, and on his trips to the city he has climbed Corey Hill some dozen or more times. He seems to prefer the route which leads over the hill. Mr. Young wants to get up a coasting match with President Williams, to demonstrate whether one had better coast with legs over or keep the feet on the pedals.

EVEN in Boston, it appears, the bicycle has n't wholly overcome the hoodlums' prejudice. A chance to assault riders with sticks and stones, under the protection of night, couldn't be resisted.—*Herald*.

HOODLUMS are not all in the "rowdy West."

BOSTON has her share, and, like all Boston institutions, they lead the world.

CAN it be that the hoodlums associate Chinese lanterns with the Chinamen, and think them fair targets for shots?

ARE we not in a hurry to say that the "dark days" are gone?

STALL stayed out of the parade to avoid a fight, and got into the biggest one of all.

THE Ranelagh Club is now made with handle-bar a trifle in advance of the position it had formerly. This is an improvement, and makes the machine much easier on the hills.

THE Boston Club enjoyed the final run of the season to Faneuil Hotel, Brighton, Thursday, 22 inst. Lieut. Hyams was in charge of the party. Twenty members sat down to supper, and at seven o'clock the party returned

to this city. An entertainment and smoker was held at the clubhouse in the evening. Several vocal selections were rendered by the Hawthorne Quartet and Mr. B. L. Knapp.

ROWE will stay at Springfield till the snow flies, in order to keep his name on the record sheet. After winter sets in, and it is no longer possible to practice, Rowe will come to Boston and place himself under Dr. Sargent's care for thorough gymnasium training. He will return in May, and make Springfield his home for good.

SOME arithmetician has been figuring the points made by the racing men at Springfield. The number of points is based on a reckoning of five for first, three for second, and one for third. Howell made 45; Furnivall, 40 1/2; Wood, 37; Rowe, 31; English, 28 1/2; Chambers, 26 1/2; Cripps, 26 1/2; Webber, 21, and Burnham, 20. We have not verified the figures.

ROWE, Hendee, and Brown will be the Springfield team next year, so rumor says.

MR. JOHN READ, of Wm. Read & Sons, is now in England.

STALL rose superior to a racing costume, and climbed the hill with a "billed shirt" and collar."

THE entertainment committee of the Boston Club is arranging for a course of entertainments at the clubhouse. It is not improbable that a public entertainment in some large hall will be given during the winter. The Club has sufficient talent among its members to successfully carry through anything that may be undertaken.

BURNHAM and Hendee climbed Corey Hill on Saturday, the former in a buggy, the latter in a hack.

THE mounted policeman did excellent service at the hill, and but for him the contest could not have been carried out successfully.

RHODES and Ives were sufficiently recovered from their long ride to be about on Saturday, and make pace for the Worcester men at the finish.

THE *Bicycle*, of Montgomery, Ala., published and edited by Mr. Robert H. Polk, has been discontinued.

THE Waltham Cycle Club has voted to become a L. A. W. Club, and has adopted the uniform of that body.

AN exchange gives the following pointer to subscribers: "If each subscriber sending stamps will rub the gummed side of them rapidly over the hair at the back of the head a few times, they will not stick together. It is probably the natural oil in the hair that produces this desirable effect." We have always licked our own stamps, but the office boy shall do it after this.

*Bicycling News*, of 16 October, has a cartoon, in which Ducker and Ethering-



ton are bolstering up a clock, which registers sixty-two seconds to the minute. These fellows will be awful sick when they have to take back all that they are now saying.

In order to show that his Corey Hill machine was not geared up, Stall rode a mile on it in 3.6 on Sunday. Stall is in the habit of winning his races.

In the ladies' run to Bailey's, at Natick, on Sunday, there were eleven bikes, seven trikes, and five tandems. On the tandems were Mr. and Mrs. Stall, Mr. H. M. Sabin and lady, Mr. Harry Wilson and lady, Mr. and Mrs. Gideon Haynes, Jr., and Messrs. Dean and Smith. The party made Bailey's in good time, and found some hundred wheelmen there waiting for dinner.

ONE of the ladies who went on the recent ladies' run is an invalid, and unable to walk a mile. She cannot ride in a carriage in an erect position, and cannot walk up-stairs without assistance. She rode twenty-three miles on her tricycle that day, and her physician said that the effort had greatly benefited her.

WE doubt if "Hal" will care to meet again the men he is describing in "Men I Have Met." There is little wit in ridiculing the personal appearance of individuals, and on this point many men are sensitive.

ENGLAND must have been represented at Corey Hill, for one of the papers got it "Orris" Crocker.

JOHN BROOKS was married to a Blossburg lady recently.

THE head of the firm of Singer & Co. is expected in America in a few days.

MR. FRANK WHITE, representing A. G. Spalding & Bro., has sailed for England.

It was ladies' night at the Massachusetts Bicycle Clubhouse last Saturday night. A very pleasant entertainment was provided.

AND now we should try the other side of Corey Hill.

A BICYCLE and tricycle riding school is to be opened at the Olympian Club's skating rink this week. The track about the gallery will be appreciated by wheelmen for winter practice. Mr. Frank Hentz will be in charge.

GEORGE WEBER is at Chicago, and will shortly attempt to break the 100-mile track record.

THE special delivery messengers of the post-office at Springfield are to be mounted on bicycles.

THE movements of the "Nemo's" are not often public property, but it is pretty generally understood that the runs of this unique and very exclusive club are of the most delightful and the most frequent. From a very direct source the information now comes that the last Nemo run of the season is to take place on the 1st of next month, the meeting

place being Dedham, where breakfast will be partaken of at 7.30 A. M. From there the attending members will proceed to Foxboro' to dinner, returning to Boston in the afternoon. The whole run is to be made in the most leisurely and enjoyable manner.

THIS from the *Bicycle South*, of New Orleans, makes us just a little envious: "September opens our fall season, and with the return of cooler weather the roads are always found in good condition. Winter presents no drawbacks to pleasant riding, and we cannot imagine either better weather or more agreeable temperature for cycling than that found in New Orleans during the winter. Why not a winter tour to New Orleans? If not, why not?"

"MOTHER! mother!" she exclaimed, and swooned away, holding firmly in her outstretched hand a small piece of pink-colored paper. What had gone wrong? Ah me! the telegram she clutched so tightly explained all. Her wooer, out some distance for a spin, had come down, and, unable to keep the appointment he had made, wired to apprise her of the fact. Recovering, she commenced, in a tremulous tone, to read the "horrible message": "Sorry can't possibly fulfil engagement; had a spill; backbone broken —" "Nor it had been his neck!" ejaculated the enraged old woman. "But, oh! mother," rejoined the pale-as-death lady, "it is his neck!" as she pointed to the remaining words of the telegram — "right away from the neck."

#### Bull and Bicycle.

THERE is an old half-mile racing track on the Fry farm, two miles from Elkton, Pa. It has been used but little for several years, but last summer a number of young men who owned good road horses had the track put in order to exercise their horses on, the roads in the vicinity not being in good condition. During the past week Farmer Fry has had a three-year-old blooded bull tied in the lot where the track is situated. The bull had never manifested an ugly disposition, and never took any notice of the driving or noises around the track, although he stood near it. On Friday last a young man named Stephen Pickens, a nephew of Fry, who lived in a neighboring village, went to visit his uncle. He recently purchased a bicycle, and rode to Fry's on his machine. The same afternoon he went on the race track for a spin. He had gone but twice around the track when he heard the bull bellowing behind him. Looking back over his shoulder he saw the bull following him at the top of his speed, and only a few feet behind him. Pickens ran his bicycle as fast as he could, supposing that he could easily distance the pursuing bull, but he had not yet become an expert on the wheel, and he found that the best he could do was to keep only just so far ahead of the

animal. The bull kept his position until he had chased the bicyclist twice around the track, when he began to fall behind. Pickens had been shouting at the top of his lungs for help, but the farmhouse is nearly a mile from the track, and no one heard him. When he saw the bull begin to weaken as he supposed, he thought he had escaped all danger and could get far enough out of the way to permit his making his way out of the lot with safety. On looking back, however, he saw the bull bearing down on him by a cross cut from the track, and the next moment the animal struck the bicycle with his head lowered, and machine, rider and all, were hurled into the grass at the side of the track. Pickens does not remember how he extricated himself from his wheel, but when he recovered himself he was on the opposite side of the fence, three rods from the track. The bull had evidently been dazed also by the shock, for he was turning around and around in a circle near the spot, and shaking his head in a curious manner. A few moments afterwards he seemed to recover himself, and walked slowly away as if nothing had happened. Pickens had received some bad bruises and scratches, but no serious injury. He hurried back to the farmhouse, and his uncle went to the rescue of the bicycle, which was badly wrecked. The bull, which had never seen a bicycle before, had evidently become enraged at its strange appearance in his domain, and had broken the rope by which he was tied to a stake, and started in pursuit of it. — *Exchange*.

#### Bicycle or Tricycle.

THE *Cyclist* sums up a discussion on the merits of the two machines as follows: —

The correspondence which has been going on in our columns for many weeks past has produced a great variety of opinions, but the majority of writers appear to have been content with extolling the particular style of machine which they at present ride. Thus, one who has never mounted a bicycle, or one, perhaps, who has abandoned that machine, thinks there is nothing better than a tricycle; whilst bicyclists, pure and simple, contend that they would not have a tricycle as a gift. Others, too, have placed the desideratum at one of the many safeties now on the market; but we think no writer has given any sound reasons why either of these particular types of velocipede should supersede all others for all purposes and all persons, neither, indeed, do we think any one could do so. In speaking on this question, we do so with a thorough knowledge of each class, having ridden each variety for long periods, and, after our experiences with them all, we can only arrive at the conclusion that there is no type that will suit the wants of every one, and that in deciding on a mount there are many things to be considered, such as quality of roads over which the machine would mostly travel, household

# THE STAR ON TOP AGAIN!

*The STAR has done some remarkable work on the Track this year, including TWENTY MILES WITHIN THE HOUR, capturing THREE of the NATIONAL CHAMPIONSHIPS, but owing to the recent smashing of the records, we withdraw our lesser claims for the present.*

**Our Road Records stand at the head, however, and were made in regular contest.**

*The annual 100-Mile Road Race of the Boston Club in 1884 was won by Geo. E. Weber in 9 hours 20 minutes, and in 1885 in 6 hours 57 minutes. The last race was run over a new course, which proved three miles short. The time, however, is considerably more than two hours shorter, showing vast improvement of machine and rider.*

*In hill climbing we beat the world. The only important open hill-climbing contests in this country were those given by the Boston Club in 1883 and 1885 at Corey Hill.*

*In the first contest some nine riders competed, but Burt Pressey was the only one who succeeded in reaching the top, being mounted on a 51-inch STAR. His time was 4 minutes 41½ seconds.*

*The last contest took place on Saturday, Oct. 24, and resulted in a victory for the STAR in 3 minutes 24½ seconds; Mr. Stall, mounted on a 54-inch STAR, beating the next man by 10½ seconds. The leading makes were all represented in this trial, and competitors were present from all parts of the country, the winner being the only Boston man in the contest.*

*The immense cuts made in the time show to what perfection our road machines have attained; and as Cycles are generally used on roads and hills, we consider our best Road and Hill records as proof of the value of the STAR as a practical Road Machine, — fast, being easily propelled, and safe, while decidedly comfortable.*

**THE H. B. SMITH MACHINE CO. - - Smithville, N. J.**

W. W. STALL, Sole Agent for Boston and vicinity.



# THE APOLLO'S RECORD

OF

## 211½ MILES IN 24 HOURS

### HAS BEEN BEATEN, BUT NOT THE

# APOLLO

Itself, as it Remains Unsurpassed by any Wheel on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

New Invoice of Apollos Just Received.

## SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

## W. B. EVERETT & CO.,

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accommodation, and purposes for which required, to say nothing of individual ideas and peculiarities. A considerable amount of abuse has been heaped upon the head of the ordinary bicycle, which to our mind is totally out of place, though there has certainly been a reason for the charges of danger, etc. etc., that have been brought against it. As a matter of fact, a "vaulting ambition hath o'erleaped itself" in the matter of the bicycle, and—doubtless to suit the wishes of large numbers of riders, who were continually clamoring for close build and high position, to enable them to ride as big a wheel as they could possibly stretch—machines have been built too generally on pretty but unsafe lines. Thus, we find nine bicycles out of ten sent out with forks nearly upright, scarcely any clearance between the wheel and fork top, small light back wheels and close-cut unsuitable springs. For our own riding our machines have always been built with plenty of clearance between wheel and fork, a good two and a half inches rake, a free spring, a fairly large back wheel, and a powerful brake, and have selected the size of wheel some three or four inches below what we could ride at a stretch. Of late, we have been riding our ordinary bicycle a great deal, and we think that were these lines more generally carried out, there would be few machines that would surpass it even in the matter of safety, with a careful rider. With the bicycle as now commonly built, and an incautious rider who climbs to the very highest size wheel he can reach, it is impossible to obtain either enjoyment or safety, and as a consequence, the machine gets the blame. The bicycle proper has the advantage of a high position, by which the surrounding country, as well as dangers ahead, can be seen, and a good appearance, besides lightness, for even the small-wheeled safeties have not cut it out in that respect. Of course it has to be learnt, and with the vast majority of the community "there's the rub." For such the tricycle comes in, or the safety bicycle, which has the advantage of being easier to learn. The safety is likewise easier to mount and dismount, especially when tired, and the low position and small wheel enables one to go very much slower when occasion requires, as amongst traffic, and to be off in an instant should a dead stop be requisite. It is even easier stowed away than the bicycle proper, but against it is the fact that in the majority of geared-up machines, the side slip on greasy roads introduces an element of danger that is totally absent with both the other classes. The tricycle is heavy and cumbersome compared with its *confrères*, but there is no learning required, that is to say, no series of tumbles to be gone through, before the balance and full confidence can be obtained, but that it requires a considerable amount of learning is well known to every tricyclist. The speed that has been obtained on the road by noted riders has in some cases surpassed

that of riders on the bicycle, but it must be remembered that the riders in all cases have been exceptional ones, and the machines highly geared and very different in weight from those supplied to the ordinary customer, so we can safely say it is a slower vehicle. Luggage can be carried on it to any extent, and its general adjustability makes it suitable for the whole family if it is so desired, though it necessitates more household accommodation. The use of the tricycle is not by any means so free from danger as some would make it though with care it is as safe as a horse and trap, and perhaps safer. All things considered, we believe that the bicycle proper, when sensibly built, is no more dangerous than any other form of velocipede in the hands of a careful and experienced rider, and that for general, what might be termed, light riding, that is, without luggage, it will never be wrested from popular favor. The safety (so called) is more suitable for traffic riding, such, for instance, as short, quick business calls. As an all-weather vehicle, the tricycle, perhaps, stands best, and for use where parcels have to be carried, as well as for traffic riding, it stands to the fore. In short, each particular type is the right thing when in the right place, but just as much the wrong thing when out of place.

#### McCurdy's Attempt.

MR. A. A. MCCURDY started on Monday afternoon last to recover the twenty-four hour record which was wrested from him by Messrs. Ives and Rhodes. A course was laid out, measuring 47½ miles in length, and this was followed throughout. He was started at six o'clock from the Faneuil House, Brighton, and his cyclometer was checked by Mr. Freelon Morris, of the Boston Club, and C. S. Howard of the same club, and representative of the *Globe*. During the early part of the run, and while at West Newton, an accident occurred. McCurdy and his pacemakers were riding abreast, when two other bicyclers came upon them from the other direction. Every effort was made by the riders to avoid each other, but McCurdy's wheel was struck, and he was thrown into the gutter. His companions were unhurt and quickly came to his assistance. They found him comparatively uninjured, though he complained of his leg. He was completely covered with dirt. The big wheel of the machine was so buckled that it would not go through the forks, and the left pedal was bent so that it would not whirl. The five wheelmen jumped on the wheel and brought it back into position, and the pedal was knocked back into shape. McCurdy then mounted, and Mr. Frost returned for another machine, which met him at Charles River Hotel, as he was going to Central square, Cambridge. McCurdy mounted the new machine and continued.

At the conclusion of the twenty-four hours, Mr. McCurdy's cyclometer regis-

tered 255½ miles. The following is a summary:—

Distance.	Started.	Finished.	Elapsed Time.
First round.....47	6 P. M.	10:18 P. M.	4:18
Second round....46 15-16	10:34	2:37 A. M.	4:03
Third round....47	3:02 A. M.	7:12	4:10
Fourth round....47	7:34	11:37	4:03
Fifth round....60 5-16	11:59	5:21 P. M.	5:22
Additional.....6 7-8	5:21 P. M.	5:59-30	37:30
Total.....255 1-8			22:33:30
Total time rested.....			1:26
Total time.....			23:59:30

McCurdy rode a Columbia bicycle.

#### RACING NEWS

##### Records Again Beaten.

SPRINGFIELD, 23 October.—Rowe added another to his long list of bicycle records on Hampden Park this afternoon, breaking the two and three mile records. He had a glorious afternoon, the weather being almost perfect, there not being enough wind to be mentioned. Charles P. Adams and John Illston were pacemakers, and alternated at each half-mile. The first quarter was made in 41½, the half in 1:20½, the three quarters in 1:58½, and the mile in 2:38. He then began to go for the records, pushing them so hard that he practically set the pace for them. His two miles was made in \*5:21½, the previous record being 5:29. When told that he was breaking records, he shook his head and gave a satisfied shout, and then pitched into the three mile at a terrific pace. As he rounded the upper turn for the homestretch he scooted by Adams, his pacemaker, and flew under the wire in \*8:07½. Following are the officers: Referee, W. N. Winans; judges, J. H. Foulds, Jr., E. M. Wilkins, Charles Clark; timers, A. O. McGarrett, C. H. Parsons, H. W. Collins; scorer, W. N. Winans; starter, A. L. Atkins. Rowe then made an attempt for the three quarters, and made the quarter in 39, the half in 1:17½, the three quarters 1:56. As he had forty seconds to spare, a signal was given him to keep on for the mile, and the way in which his wheel revolved sent him spinning in in \*2:35½. He failed to break the three quarters, that being 1:55½. Following are the officials in the second race: W. J. McGarrett, referee; H. P. Merrill, Charles Clark, E. M. Wilkins, judges; H. W. Collins, W. N. Winans, A. O. McGarrett, timers; starter, A. L. Atkins; scorer, E. M. Wilkins.

SATURDAY, 24 October.—Rowe made another assault on the records to-day. The sun shone out brightly, but the air was rather raw, and a pretty strong breeze blew down from the north. At 1:45 Rowe appeared, and, after rubbing his calves awhile, mounted his machine and waited for the signal. A. E. Worthington acted as referee; the judges were H. P. Merrill, E. M. Wilkins, and F. E. Ripley; timers, G. A. Rockwood, W. N. Winans, and J. H. Foulds; scorer, E. M. Wilkins; starter, Atkins. At the



crack of the pistol Rowe was shoved off and made a fine start, but as he swung round to the up-stretch, the wind caught him and pushed hard against his body. However, he passed his pacemaker, Charles Adams, and started for the second lap behind J. Ilston. But the wind was too much for him, and on the third quarter he was left way behind by Ilston. The time was:  $\frac{1}{4}$ , 38 $\frac{1}{2}$ ;  $\frac{1}{2}$ , 1.17 $\frac{1}{2}$ ;  $\frac{3}{4}$ , 1.57 $\frac{1}{2}$ .

At 4 P. M. the weather was no warmer, but the wind had died out, giving W. M. Woodside a good chance to break the records in a five-mile spin. He got a good start and went around the half-mile track in fine shape. Gradually warming to the work, he smashed the records for four and five miles by several seconds. Time was as follows: One mile, 2.46; two miles, 5.38 $\frac{1}{2}$ ; three miles, 8.34 $\frac{1}{2}$ ; four miles, 11.29 $\frac{1}{2}$ ; five miles, 14.23 $\frac{1}{2}$ .

That there may be no doubt of the reliability of the timing of the records, the watches with which the timing was done were daily placed in Whipple's jewelry store, and notice given in the papers that they could be inspected by any parties so desiring. The timing was done by a number of experienced and reliable timers.

SPRINGFIELD, 26 October. — Rowe made an attack on the three-quarter-mile record this afternoon (Monday), at 5 o'clock. The time for the quarters was as follows: Quarter, 38; half, 1.17; three quarters, 1.55 $\frac{1}{2}$ . The previous record was 1.55 $\frac{1}{2}$ , made by Hendee at St. Louis. The following gentleman had charge of the meeting: Referee, Arthur Yonng, St. Louis; judges, H. P. Merrill, Springfield Union; Chas. Power, Springfield Republican; F. W. Westervelt, Springfield; timers, W. C. Marsh, Springfield; W. N. Wirans, Springfield; C. H. Parsons, Springfield; scorer, W. J. McGarrett, Springfield; starter, A. L. Atkins, Boston.

SPRINGFIELD, 26 October. — W. M. Woodside made a run against time this afternoon (Monday), starting at 4.30 o'clock. He rode a Columbia racer, and scored time as follows: —

Miles.	Time.	Best Previous.
1	2.45 $\frac{1}{2}$	....
2	5.39 $\frac{1}{2}$	....
3	8.36 $\frac{1}{2}$	....
4	11.34 $\frac{1}{2}$	....
5	14.32 $\frac{1}{2}$	....
6	17.28 $\frac{1}{2}$	17.53
7	20.25 $\frac{1}{2}$	20.56 $\frac{1}{2}$
8	23.23 $\frac{1}{2}$	23.57 $\frac{1}{2}$
9	26.19 $\frac{1}{2}$	27.05
10	29.12 $\frac{1}{2}$	30.02 $\frac{1}{2}$

SPRINGFIELD, 26 October. — Rowe, in an attempt to lower Hendee's quarter-mile record of 36m.  $\frac{1}{2}$ s. to-day, made the distance in exactly the same time.

SPRINGFIELD, 26 October. — W. M. Woodside took a fifty-mile spin to-day to try for the records. He scored time as follows: —

Miles.	Time.	Best Previous.
1	2.45 $\frac{1}{2}$	....
2	5.39 $\frac{1}{2}$	....
3	8.36 $\frac{1}{2}$	....
4	11.34 $\frac{1}{2}$	....
5	14.32 $\frac{1}{2}$	....
6	17.28 $\frac{1}{2}$	17.53
7	20.25 $\frac{1}{2}$	20.56 $\frac{1}{2}$
8	23.23 $\frac{1}{2}$	23.57 $\frac{1}{2}$
9	26.19 $\frac{1}{2}$	27.05
10	29.12 $\frac{1}{2}$	30.02 $\frac{1}{2}$

The above times take the record above ten miles. Woodside also established an American professional record for one hour, covering 20 miles 28 $\frac{1}{2}$  yards. Woodside rode the 50 miles without a pace-maker.

#### New Records.

THE following records have been made since our last issue: —

Amateur... $\frac{1}{4}$ mile... Rowe.....	1.55 $\frac{1}{2}$
"... 1 " " " " " " " " " "	2.35 $\frac{1}{2}$
"... 2 " " " " " " " " " "	5.21 $\frac{1}{2}$
"... 3 " " " " " " " " " "	8.07 $\frac{1}{2}$
Professional... 4 miles... Woodside...	11.29 $\frac{1}{2}$
"... 5 " " " " " " " " " "	14.23 $\frac{1}{2}$
"... 6 " " " " " " " " " "	17.28 $\frac{1}{2}$
"... 7 " " " " " " " " " "	20.25 $\frac{1}{2}$
"... 8 " " " " " " " " " "	23.23 $\frac{1}{2}$
"... 9 " " " " " " " " " "	26.19 $\frac{1}{2}$
"... 10 " " " " " " " " " "	29.12 $\frac{1}{2}$

Also records to fifty miles, and the professional one-hour record.

Twenty-four hour bicycle road record, 241 $\frac{1}{2}$  miles, by W. A. Ives and W. A. Rhodes, 22-23 October.

Twenty-four tricycle road record, 255 $\frac{1}{2}$  miles, 26-27 October. A. A. McCurdy. Fifty-mile tricycle road record, 4.27; twenty-five miles, 1.45; John Williams, 26 October.

In announcing records, such as the above, we do not wish to be understood to accept them finally. Subsequent developments may lead us to reject any or all of the above. We give these things now, as we do any news item.

Tuesday evening at 6 o'clock, Mr. L. D. Munger, of Detroit, started on a quest for the twenty-four hour record. If he takes it others will follow, and before snow flies we shall see a record equal to the English, we do not doubt.

BOSTON, 26 October — John Williams, of Dorchester, started to-day, at 12.53 P. M., from the corner of Chester park and Columbus avenue, with the double intention of trying to make a 50-mile tricycle record, and to lay out a course for L. D. Munger to try breaking the 24-hour bicycle record. He was accompanied by Munger and Gideon Haynes, Jr., both of whom had Butcher cyclometers attached to their wheels. A course was laid out somewhat similar to that used by the other record breakers. When near the end of the course Munger and Haynes rode in advance of Williams, and when their cyclometers marked fifty miles, dismounted and took his time as he passed. The time for fifty miles was checked as 4.27. Williams rode the first twenty-five miles in 1.45, and was then going to stop, but his companions urged him on. He rode a Quadrant.

#### Worcester Road Race.

THE Worcester Club inaugurated, on Saturday last, what they hope to make an annual event, — a straightaway race to Boston. The road is an extremely difficult one, and it is alleged that not so much as a single sheet of sandpaper has been used on it west of Framingham. Some two or three years ago, Thomas Midgley rode over the route in 3.27, without a dismount, and to beat this time was one of the objects of the riders in the race of Saturday. None of the men rode without a dismount, and in this particular their performance is behind Midgley's. The course was said to be forty-one miles, and one of the cyclometers made it forty-two miles. It finished just inside the reservoir gate. The route was from Worcester, through Foster, Bridge, Sumner, Asylum, Mulberry, East Central and Shrewsbury streets, through Shrewsbury, Northboro', Southboro', Framingham, South Framingham, Natick, Wellesley, Newton and Brighton to the reservoir.

The first man to arrive was G. D. Putnam, and his time recorded was 3.20.20.

*"I ride the Victor, because I think it is the fastest bicycle made."*

GEO. M. HENDEE.

The following is the time, and the order of finish: —

G. D. Putnam, Expert... 3h. 20m. 20sec.  
G. A. Peele, Victor... 3h. 22m. 20sec.  
O. J. Wakefield, Rudge... 3h. 36m. 15sec.  
H. H. Sibley, Victor... 3h. 39m. 0sec.  
H. B. Fairbanks, Victor... 3h. 49m. 45sec.

The men were checked at a point in South Framingham, between that place and Natick, by F. W. Blacker; distance, twenty-seven miles: Putnam, 2h.; Peel, 2.5 $\frac{1}{2}$ ; Wakefield, 2.12; Arnold, 2.14 $\frac{1}{2}$ ; Sibley, 2.16; Fairfield, 2.16. Arnold and Holland did not finish, and Fairbanks lost two miles by losing his way.

Going through Shrewsbury, the men had to climb a hill two miles long, and there were other upward journeys that are sufficient to make the average rider very weary.

Holland was looked upon as a winner, but he was taken with cramps and had to retire.

The prizes were: First, wall clock; second, silver ice pitcher; third, silver berry dish. Mr. E. F. Tolman was the judge at the start, and W. A. Pickett and F. P. Kendall judges at the finish, with Abbot Bassett as referee.

The club dined at the Faneuil House after the race.

THE second road race of the Royal Rollicking Wheelmen, was run 20 Oct., from Washington, Penn., to Uniontown, Penn., 36 miles. The men finished in the following order: John Kerch, Canal Dover, Ohio (1), at 3.56; W. T. Beeson, Uniontown (2), at 4.01; H. M. Beeson, Uniontown (3), at 4.40; Jean Michener, Brownsville (4), at 5.30. The start was at 11 A. M. Several riders gave out on the way. Kerch the winner. Both Beesons and Chamberlain ride Experts, Michener a Star. Kerch is an old rider, has ridden 3,000 miles this season, says he can beat any man coasting, etc. Beeson, who came in only five minutes later, is a new rider this season.

Chas. T. Cramer, of Uniontown, was as good as a whole club in his treatment of the boys, and will not soon be forgotten. He seemed everywhere at once, and fitted out some half dozen of the boys with dry clothes.

Mr. Satterly, of Uniontown, made the presentations in a very happy manner, and was enthusiastically applauded by the boys.

The affair was under the direction of Mr. J. V. Stephenson, of Greenville.

WEST PHILADELPHIA, 16 Oct. — Sports under the auspices of the University of Pennsylvania: *Two Mile*, — G. B. Hancock (1), 45; A. D. Whittaker (2), 50; G. A. E. Kohler (3).

Philadelphia Club. *One Mile Championship*, — T. A. Schaeffer (1), 3 27 $\frac{1}{2}$ ; G. A. E. Kohler (2).

NEW YORK, Madison Square Garden, 17 Oct. — Sports at the Myers Testimonial. *Two Mile*, — D. H. Renton (1), 7.41; F. B. Hawkins (2).

MOTT HAVEN, 16 Oct. — Sports under the auspices of the Columbia College. *Two Mile*, — D. H. Renton (1), 6 35.

WORCESTER, 16 Oct. — Sports under the auspices of the Technical Institute. *One Mile*, — Weston (1), 3.32 $\frac{1}{2}$ .

NORTH ADAMS, Mass., 22 Oct. — Under the auspices of the North Adams Club, a tournament was held this day. These races were run: —

*Half Mile*, — A. P. Dunn (1), 1.38; A. L. Dewey (2), W. Sheridan (3).

*Three Mile County Championship*, — R. Dewey (1), 10.50 $\frac{1}{2}$ ; C. P. Heath (2), W. Sheridan (2).

*Two Hundred and Twenty-five Yards*, — A. P. Dunn (1), 2; A. F. Edmans (2), A. L. Dewey (3).

*One Mile Championship*, — J. M. Darby (1), 3.26; H. Pierce (2).

*One Mile*, — R. Dewey (1), 3.22 $\frac{1}{2}$ ; C. P. Heath (2), P. Dunn (3).

*One Mile Novice*, — Homer Grans (1), 3.37; H. Richmond (2).

*Three Mile*, — R. Dewey (1), 11.26; C. P. Heath (2), P. Dunn (3).

*Two Mile*, — Pierce (1), 5.11.

*Consolation Race*, — H. Richmond (1), 3.55.

MANCHESTER, N. H., 23 Oct. — The bicycle races on High street to-day, resulted as follows: —

*One Hundred Yards Dash*, — F. O. Moulton (1), 13; Moses Sheriff (2).

*Fifty Yards Run*, — F. O. Moulton (1), 15; E. S. Sturgis (2).

*Slow Race, 100 Yards*, — Moses Sheriff (1), 2.26.

*Sprint Race, 100 Yards*, — E. Sturgis (1), 11 $\frac{1}{2}$ ; Thomas H. Powers (2).

*Safety Race, 100 Yards*, — Will N. Upham (1), 14; Moses Sheriff (2).

*Consolation Race, 100 Yards*, — Clarence Remple, 14.

*Handicap Race, 100 Yards*, — Bicycle ridden by F. O. Moulton, and tricycle by W. H. Upham; tricycle allowed ten yards start. Upham won in 13 $\frac{1}{2}$ .

#### WHEEL CLUB DOINGS

A NEW bicycle club has been started at Hartford, Conn. There have been two clubs there at different times, — the Hartford Wheel Club and the Hartford Bicycle Club, which finally consolidated under the name of the Connecticut Bicycle Club, the present successful organization. The Connecticut Club is a representative Hartford organization, numbering among its members many men who have never learned to ride a wheel. There are in the club nearly the full number allowed, forty active and sixty associate members. Up to the present time there has been room for wheelmen whom the club would have been ready to welcome, but now there must be a pause. To-day the bicycling interest of the city is far greater than it was even three months ago, and one sees half a dozen wheelmen where one was seen before. The natural result of this state of affairs is the formation of the new club. It will differ from the Connecticut Club chiefly in the fact that every member is a wheelman who uses his wheel at every opportunity. In the list of members are a number of racing men who have shown themselves hard road riders, and have, besides, done something on the track. There is plenty of room for the new club, and it starts out with a very fair prospect for making a track reputation for the city for which the older organization has never pushed. The new club, like the older one, will be a L. A. W. organization, and it seems probable that the peace will be kept, and the two clubs, though both composed of wheelmen having different aims, will act harmoniously.

NEXT Thursday evening, the Maryland Bicycle Club, of Baltimore, will "warm" its new clubhouse on Mount Royal avenue.

#### CYCLISTS' TOURING CLUB

C. H. POTTER,  
Acting Chief Consul.  
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.



*Illinois.*—L. W. Conkling, 108 Madison street, Chicago.  
*Massachusetts.*—F. A. Pratt, 3 Somerset street, Boston.  
*Maryland.*—S. T. Clark, 2 Hanover street, Baltimore.  
*Missouri.*—W. M. Brewster, 309 Olive street, St. Louis.  
*New York.*—Dr. A. G. Coleman, Canandaigua.  
*New Hampshire.*—W. V. Gilman, Nashua.  
*New Jersey.*—L. H. Johnson, Orange.  
*Ohio.*—Alfred Ely, 873 Prospect street, Cleveland.  
*Pennsylvania.*—F. S. Harris, 718 Arch street, Philadelphia.  
*Rhode Island.*—A. G. Carpenter, 2 Westminster street, Providence.  
*Wisconsin.*—B. K. Miller, 102 Wisconsin street, Milwaukee.  
*Iowa.*—S. B. Wright, Oskaloosa.  
*Wyoming Territory.*—C. P. Wassung, Rock Springs.  
*Canadian Division.*—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.  
 APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: George S. Atwater, 3 Exchange street, Massillon, Ohio.

## TO CORRESPONDENTS

K. K. Will publish records when the riders let them rest. The Clipper Almanac was our authority.  
 W. H. WYMAN. Shall be glad of anything you can send. Give facts without comment.  
 H. S. G. The word Quadrant comes from the steering which runs on a quarter circle. You are thinking of quadricle.  
 J. J. We can't say when the book will be published. It was promised months ago, but it seems no nearer the end now than it was then. You get the *Gazette* by joining the club, and in no other way. See C. T. C. column.

## FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

**FOR SALE.**—Coventry Rotary tricycle, in tip-top condition; or will exchange for two-track Columbia tricycle. KENTUCKY BICYCLE AGENCY, Louisville, Ky.

**FOR SALE.**—Victor tricycles of the 1885 pattern. Two machines for sale at a bargain. Address H., care of BICYCLING WORLD.

**FOR SALE.**—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

**BICYCLES AT AUCTION.**—Will offer at auction forty-seven bicycles and tricycles. Bids can be made by mail. Now is the chance to get a wheel at your own price. Send stamp for particulars to A. W. GUMP, Dayton, Ohio.

**BICYCLES AND TRICYCLES.**—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

**BICYCLES WANTED TO MEET OUR** large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

**FOR SALE.**—A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

**FOR SALE.**—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.



## POLO GOODS,

Adopted by all Leading Polo Leagues,  
 CAGE AND POST GOALS,  
 REGULATION STICKS AND BALLS,  
 POLO UNIFORMS,  
 SKATES,  
 AND RINK SUPPLIES.



SEND FOR CATALOGUE OF POLO GOODS.

A. C. SPALDING & BROS.,  
 108 MADISON STREET, CHICAGO. 241 BROADWAY, NEW YORK.

# 255 <sup>1</sup>/<sub>8</sub> MILES.

## THE 24 HOURS ROAD RECORD FOR AMERICA,

Won Oct. 26-27, by ALFRED A. McCURDY,

—ON A 55 INCH—

## COLUMBIA LIGHT ROADSTER.

(WEIGHT 32 POUNDS).

Monday night was not a particularly desirable one for cycling twenty-four hours as it was cold, and in the early morning hours a heavy fog arose, which made respiration difficult, and riding anything but pleasant.—*Boston Globe.*

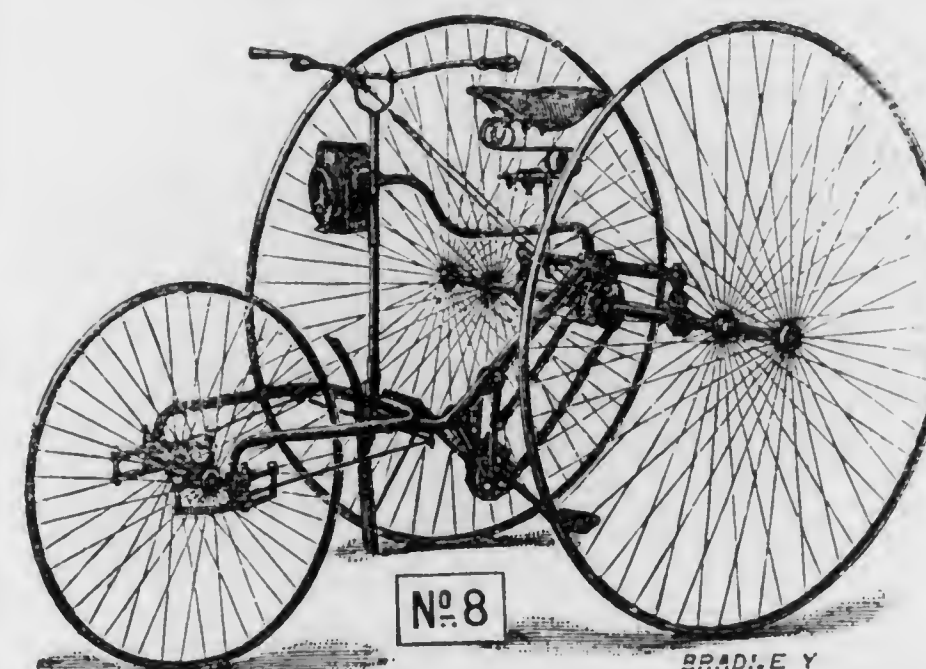
McCurdy's weight is about 150 pounds, and he rides a Columbia Light roadster bicycle, weighing 32 pounds. That such a light-weight bicycle will safely carry so heavy a rider for such a long distance, shows the perfection that the manufacture of bicycles has attained.—*Boston Globe.*

# COREY HILL.

## The Quadrant Tricycle, the Hill Climber!

At the Hill Contest of the Boston Club on Corey Hill, October 24, 1885,

### THE QUADRANT WON FIRST PRIZE.



Compare the TIMES and GEARS.

WILLIAMS on a 40-in. QUADRANT, Geared to 48 1-2, 1st,  
 IN 3.46 1-2.

CROCKER on a 46-in. TRICYCLE, Geared to 40, 2d,  
 IN 4.13 1-5.

DANFORTH on a 46-in. TRICYCLE, Geared to 40,  
 IN 5.23 3-5.

WHITE on a 46-in. TRICYCLE, Geared to 40, 3d,  
 IN 6.11 1-2.

The QUADRANT'S time was but 22 4-5 seconds less than that of the Winning Bicycle.

The QUADRANT was the First Tricycle ever ridden up Corey Hill.

## 50-MILE ROAD RECORD.

The QUADRANT takes the 50-MILE ROAD RECORD.

JOHN WILLIAMS on a QUADRANT rode 50 MILES in 4 Hours 27 Minutes,

Beating Previous Record by 1 Hour 59 1-2 Minutes.

25 MILES RIDDEN IN - - - 1 HOUR 45 MINUTES.

AGENTS WANTED IN ALL CYCLING CENTRES.

J. A. R. UNDERWOOD - - Washington St. - - DORCHESTER,  
 BOSTON, MASS.



# W<sup>M.</sup> A<sup>O</sup> R<sup>W</sup> ON RECORDS.

UNQUESTIONABLE AND ACCEPTED RECORDS MADE ON COLUMBIAS.

THE GREATEST DISTANCE EVER MADE INSIDE THE HOUR,

**20 $\frac{1}{2}$  Miles 396 $\frac{1}{3}$  Feet by WM. A. ROWE at Springfield, Oct. 19.**

WORLD'S RECORD.....	1-2 Mile .....	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD.....	3-4 Mile .....	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur) .....	1 Mile .....	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD.....	2 Miles.....	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD.....	3 Miles.....	WM. A. ROWE,	8.07 2-5
WORLD'S RECORD.....	4 Miles.....	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD.....	5 Miles.....	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD.....	6 Miles.....	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD.....	7 Miles.....	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD.....	8 Miles.....	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD.....	9 Miles.....	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD.....	10 Miles .....	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD.....	11 Miles.....	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD.....	12 Miles.....	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD.....	13 Miles.....	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD.....	14 Miles.....	WM. A. ROWE,	40.25
WORLD'S RECORD.....	15 Miles.....	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD.....	16 Miles.....	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD.....	17 Miles.....	WM. A. ROWE,	49.25
WORLD'S RECORD.....	18 Miles.....	WM. A. ROWE,	52.25 1 5
WORLD'S RECORD .....	19 Miles.....	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD.....	20 Miles.....	WM. A. ROWE,	58.20

Chicago, October 16, 17.

19 out of 22 First Prizes, 30 out of the entire 40 Prizes, taken on COLUMBIAS.

4 MILES PROFESSIONAL RECORD.....	11.29 2-5
5 MILES PROFESSIONAL RECORD.....	14.23 3-5
6 MILES PROFESSIONAL RECORD.....	17.28 2-5
7 MILES PROFESSIONAL RECORD.....	20.25 3-5
8 MILES PROFESSIONAL RECORD.....	23.23 4-5
9 MILES PROFESSIONAL RECORD.....	26.19 4-5
10 MILES PROFESSIONAL RECORD.....	29.12 2-5

By W. M. WOODSIDE, at Springfield, October 24 and 26.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

CATALOGUE FREE.

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**THE**

**BICYCLING WORLD**



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